



Haringey Council

Planning Sub Committee

MONDAY, 13TH FEBRUARY, 2012 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Basu, Beacham, Demirci (Chair), Erskine, Hare, Peacock (Vice-Chair), Rice, Schmitz and Waters

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AGENDA

1. APOLOGIES

2. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 10 below.

3. DECLARATIONS OF INTEREST

A member with a personal interest in a matter who attends a meeting of the authority at which the matter is considered must disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.

A member with a personal interest in a matter also has a prejudicial interest in that matter if the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the member's judgement of the public interest **and** if this interest affects their financial position or the financial position of a person or body as described in paragraph 8 of the Code of Conduct **and/or** if it relates to the determining of any approval, consent, licence, permission or registration in relation to them or any person or body described in paragraph 8 of the Code of Conduct.

4. DEPUTATIONS/PETITIONS

To consider receiving deputations and/or petitions in accordance with Part Four, Section B, Paragraph 29 of the Council's Constitution.

5. MINUTES (PAGES 1 - 10)

To confirm and sign the minutes of the Planning Sub Committee held on 9 January 2012.

6. TOTTENHAM HOTSPUR FC STADIUM REDEVELOPMENT (NORTHUMBERLAND DEVELOPMENT PROJECT) - REVISING THE S106 AGREEMENT TO SUPPORT A VIABLE DEVELOPMENT SCHEME (PAGES 11 - 30)

7. PLANNING APPLICATIONS (PAGES 31 - 32)

8. LAND OFF NORTHUMBERLAND PARK, TOTTENHAM, N17 (PAGES 33 - 182)

Proposed demolition of buildings and development of a foodstore (Use Class A1) together with educational uses (Class D1); stadium-related uses (Class D2); showroom/brand centre (sui generis); and associated facilities including car parking, the construction of new and altered vehicle and pedestrian accesses, private open spaces, landscaping and related works.

RECOMMENDATION: Grant permission subject to conditions and subject to s106 Legal Agreement, plus Mayoral Direction and reference to Secretary of State.

9. LAND OFF PARK LANE, TOTTENHAM, N17 (PAGES 183 - 336)

Proposed demolition and redevelopment to provide housing (Use Class C3) plus college (Use Class D1) and/or health centre (Use Class D1) and/or health club (Use Class D2); together with associated private and public open space, car parking, landscaping and related works; and altered footways, roads and vehicular accesses. Outline application with details of 'appearance', 'scale' and 'landscaping' reserved for subsequent approval.

RECOMMENDATION: Grant permission subject to conditions and subject to s106 Legal Agreement, plus Mayoral Direction.

10. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

11. DATE OF NEXT MEETING

Special Planning Sub Committee – Monday, 20th February at 7pm.

David McNulty
Head of Local Democracy & Member Services
Level 5
River Park House
225 High Road
Wood Green
London N22 8HQ

Helen Chapman
Principal Committee Coordinator
Level 5
River Park House
225 High Road
Wood Green
London N22 8HQ

Tel: 0208 4892615

Email:

helen.chapman@haringey.gov.uk

Friday, 03 February 2012

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**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 9 JANUARY 2012**

Councillors: Basu, Beacham, Demirci (Chair), Erskine, Hare, Peacock (Vice-Chair), Rice, Waters and Wilson

Also Present: Councillor Strang

MINUTE NO.	SUBJECT/DECISION	ACTION BY
PC99.	APOLOGIES Apologies for absence were received from Cllr Schmitz, for whom Cllr Wilson was substituting.	
PC100.	URGENT BUSINESS There were no new items of urgent business. A revised version of the minutes of the previous meeting, held on 5 th December 2011, had been circulated in advance of the meeting in relation to agenda item 5.	
PC101.	DECLARATIONS OF INTEREST There were no declarations of interest.	
PC102.	DEPUTATIONS/PETITIONS There were no deputations or petitions.	
PC103.	MINUTES The Sub Committee considered the revised version of the minutes of the 5 th December 2011 meeting, which replaced the version originally included in the agenda pack to include the conditions attached to those planning applications granted. RESOLVED That the minutes of the meeting held on 5 December 2011 be approved and signed by the Chair.	
PC104.	HGY/2011/2016 – 58 JAMESON LODGE, SHEPHERDS HILL, N6 The Sub Committee resolved to vary the order of the agenda to take agenda item 10 next, followed by item 9 and then items 6 and 7. The Sub Committee considered a report, previously circulated,	

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regarding an application for planning permission at 58 Jameson Lodge, Shepherds Hill, N6. The application set out details of the site and surroundings, planning history, relevant planning policy, consultation and responses and analysis of the application. The report recommended that permission be granted, subject to conditions. An appeal decision in respect of a previous application on the site had been circulated for the information of Sub Committee Members. The Planning Officer gave a presentation outlining the key aspects of the report and responded to questions from Sub Committee Members.

In response to a question regarding the difference between the application which had previously been refused and the current application, the Planning Officer advised that the previous proposal extended over the entire roof area and it was felt that this would be visually intrusive in relation to neighbouring Panorama Court, while the current application for the development of the roof area was set back on the side facing Panorama Court. It was confirmed that the proposals for the lower ground floor had no planning history. It was further confirmed that the proposal did not include any expansion of the existing parking area.

Cllr Paul Strang, Ward Councillor, and three local residents addressed the Committee in objection to the proposal, and raised the following points:

- The needs of and impact on local residents were not taken into account;
- There were no feasible refuse arrangements proposed, and current arrangements were inadequate for existing occupants of the site;
- The proposal did not incorporate a mix of different-sized units, to reflect the housing needs in the area;
- The proposal would result in loss of sunlight to at least one nearby residence;
- No consideration had been given to the impact on the Conservation Area – the proposed addition to the roof would make the building much higher than surrounding buildings and the contrasting materials proposed would be incompatible with the Conservation Area environment;
- Parking arrangements would be inadequate to cope with increased occupation of the site;
- There was concern that this could lead to ‘development creep’;
- There would be a loss of communal space as more residents were required to share the same outdoor amenity and there would be a loss of access to potential internal storage space, although this was currently not used under the terms of the current leaseholds;
- The proposal represented over-development of a small site;

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- The scheme would be visually intrusive and should be set back further at the roof level;
- Disturbance during construction of the scheme would cause significant distress to existing residents;

In response to questions from the Committee to the objectors, the following issues were covered;

- Residents were concerned that there would be an application to expand the parking area in future, resulting in a loss of existing soft landscaping;
- There were concerns that it would be impossible to accommodate waste bins for an increased number of residents and meet the requirements for additional recycling within the space allotted in the proposal;
- It was confirmed that at least 4 of the garages on the property were used for motor vehicle storage;
- The existing flats were a mixture of 2-bed and 1-bed flats, and were generously proportioned;

The architect for the site, Mr Plant, addressed the Sub Committee in support of the applications and to address points raised during the discussion. Mr Plant discussed the following issues during his address:

- The intention of the scheme was to enhance the existing building within the Conservation Area and to improve its aesthetics in respect of the fenestration and the context of the neighbouring buildings.
- It was felt that the creation of 5 additional 1-bed units would lead to an appropriate overall mix at the site of 7 x 2-bed units and 9 x 1-bed units. It was not felt that the top floor or lower ground would be appropriate locations for family accommodation;
- The existing parking provisions were well in excess of those required under the UDP, even for an increased number of units at the site. The site was not considered to be in an area of high parking pressure and there was on-street parking in the vicinity;
- The applicants had endeavoured to engage with local residents regarding the proposals and it was hoped that this dialogue would continue in order to minimise the impact on residents during construction, although it was acknowledged that it was inevitable that there would be some disturbance during construction;
- There had previously been some issues regarding overlooking in respect of flat number 9, but these had now been addressed and there was no outstanding overlooking issues at the site.

The Committee asked questions of the applicant, as a result of which the following points were made:

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- It was not felt that the proposed refuse provision would have an impact on site access;
- Basic measurements had been carried out based on BRE guidelines, according to which it was not believed that there would be any loss of daylight or sunlight to neighbouring properties as a result of the development;
- A standard condition was proposed with regards to permissible hours of construction, as a means of addressing concerns regarding disturbance during construction – the applicants confirmed that this was acceptable to them;
- An engineer had looked at the issue of water-pressure for the proposed new top-floor units, and the applicants were confident that there would be no problems in maintaining the existing water pressure for all units;
- It was confirmed that the proposed layout of the new top floor would make it impossible for any overlooking of existing balconies.

The Committee examined the plans for the proposal, and asked further questions of officers. In response to questions from the Committee, officers confirmed that it was their view that:

- The set-back of the proposed additional roof units was sufficient to address any concerns regarding visual intrusion;
- There would be no issue regarding loss of daylight or sunlight, as this had not been identified as an issue with the previous application;
- A condition was proposed requiring further details regarding refuse arrangements and any issues arising from this would be addressed at the detailed stage;
- There was a need for units of all sizes in the borough, and it would be necessary to demonstrate evidence of harm if the scheme were to be rejected on the grounds that the proposal did not include a mixture of unit sizes.
- It would be possible for a condition to be added preventing the expansion of the parking provision into the existing soft landscaping, which should be retained as a garden, with the exception of the site of the proposed bike shed.

The Chair moved the recommendation of the report, with the inclusion of an additional condition preventing the expansion of the parking provision into the existing soft landscaping, which should be retained as a garden, with the exception of the site of the proposed bike shed, and on a vote of 6 in favour, 2 against and 1 abstention it was:

RESOLVED

That application HGY/2011/2016 be granted, subject to

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conditions.

Conditions:

IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

MATERIALS & SITE LAYOUT

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

4. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity and protect the amenity of neighbouring properties.

CONSTRUCTION

5. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice

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the enjoyment of neighbouring occupiers of their properties.

WASTE

6. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenity of the locality.

7. That with the exception of the proposed bicycle storage area, shown on the approved drawings, all the existing garden areas on the site shall be retained and shall not be used for the expansion of car parking spaces on site.

Reason: In order to protect the residential amenities of the existing and future occupiers of the property.

REASONS FOR APPROVAL

The proposed development is considered to complement the character of the surrounding area in terms of scale, bulk and appearance and is generally appropriate to the location. It is considered the proposed addition is of an appropriate size and bulk in relation to the original block and is set back from the edges of the block to retain its original shape and appearance. Also, it will not result in excessive height relative to other similar blocks in the surrounding area. The proposed lightwell and extension at lower ground floor level will not detract from the front of the building.

In terms of design and appearance, the proposed addition is considered to be appropriate to the existing building in that the structure is lightweight in contrasting materials appropriate to the location and so complies with policy CSV5. It is also considered that the proposal will not cause loss of amenity to the adjoining occupiers by reason of visual intrusion, overlooking or overshadowing, 13.2.3 As such the proposal is in accordance with Policies UD3 'General Principles', UD4 'Quality Design', M10 'Parking for Development' and HSG1 'New Housing Development' of the Haringey Unitary Development Plan and the Councils SPG1a 'Design Guidance', Housing SPD (October 2008), SPG3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight', SPG8b 'Materials' and SPG2 'Conservation and Archaeology'. It is therefore appropriate to recommend an approval.

Section 106: No

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<p>PC105.</p>	<p>HGY/2011/1415 – UNITS 1 & 2 QUICKSILVER PLACE, WESTERN ROAD, N22</p> <p>The Committee considered a report, previously circulated, which set out the application for planning permission for permanent use of premises as sui generis (police use) at Units 1 and 2 Quicksilver Place, Western Road, N22 6UH. The report covered details of the site and surroundings, planning history, relevant planning policy, consultation and responses and analysis of the application. The Planning Officer gave a presentation outlining key points of the application, and responded to questions from the Committee.</p> <p>In response to a question from the Committee regarding land use in this area, it was confirmed that outside of the major Heartlands development proposed for the area north of Clarendon Road and south of Coburg Road, other applications in the area were being considered on a site-by-site basis. There was a focus on not impacting on the growth of cultural businesses in the Chocolate Factory vicinity. It was confirmed that the Committee had the option to grant permission for a time-limited period, but that this was not recommended by officers and that valid planning reasons would be required if such a decision were to be taken.</p> <p>The Chair moved the recommendation of the report and it was:</p> <p>RESOLVED</p> <p>That application HGY/2011/1415 be approved, subject to conditions.</p> <p>Conditions:</p> <ol style="list-style-type: none"> 1. The permission hereby granted shall not endure for the benefit of the land but shall be personal to the Metropolitan Police Authority only, and shall be upon the Metropolitan Police Authority ceasing to use the land the use shall be discontinued and shall revert to the authorised use as General Industrial (B2). <p>Reason: Permission has only been granted with respect to the special circumstances of the applicant and would not otherwise be granted.</p> <ol style="list-style-type: none"> 2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority. <p>Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.</p> <p>REASONS FOR APPROVAL</p>	
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	<p>The proposal is approved on the grounds that the use would not interfere with the regeneration of Haringey Heartlands and has successfully been in operation for the last 6 years without causing detriment to the amenities of any local residents by way of noise and disturbances. In addition there is a clear need to retain the patrol base as this would help to meet the need for Police Facilities as identified in the Community Infrastructure Plan. As such the proposal is in compliance with Policies UD3 'General Principles', ENV6 'Noise Pollution' and EMP1 'Defined Employment Areas' of the Haringey Unitary Development Plan.</p> <p>Section 106: No</p>	
PC106.	<p>APPEAL DECISIONS</p> <p>The Sub Committee considered a report on appeal decisions determined by the Department for Communities and Local Government during November 2011 of which 3 (25%) were allowed and 9 were dismissed.</p> <p>NOTED</p>	
PC107.	<p>DELEGATED DECISIONS</p> <p>The Sub Committee considered a report on decisions made under delegated powers by the Head of Development Management and the Chair of the Sub Committee between 21 November and 18 December 2011.</p> <p>NOTED</p>	
PC108.	<p>NEW ITEMS OF URGENT BUSINESS</p> <p>There were no new items of urgent business.</p>	
PC109.	<p>DATE OF NEXT MEETING</p> <p>Monday, 13 February 2012, 7pm.</p> <p>It was reported that it was intended that this meeting be used for consideration of three applications in respect of the Tottenham Hotspur development at Northumberland Park and that a special meeting would be scheduled for consideration of other planning applications for this month. A guidance note on declarations of interest in respect of the Spurs applications would be circulated to Members in advance of the meeting, and Members were encouraged to contact officers in Legal Services for advice on this issue if needed.</p>	

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	The meeting closed at 20:40hrs.	
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Chair

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Agenda item:

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Planning Sub-Committee**13 February 2012**

Report Title: Tottenham Hotspur FC Stadium Redevelopment (Northumberland Development Project) – Revising the s106 Agreement to support a viable development scheme

Report of: Marc Dorfman, Assistant Director Planning, Regeneration & Economy

Wards(s) affected: Northumberland Park

Report for: Planning Sub-Committee

1. Purpose

This report recommends a reduction in the £16m. s106 funding obligations on Tottenham Hotspur FC Ltd. that were considered and approved by the Planning Committee on 30 September 2010. The s106 agreement was linked to the grant of planning permission for the new Spurs Stadium and associated commercial and residential development that comprises the 'Northumberland Development Project' (NDP). That NDP Scheme, as currently consented, is not financially viable.

The s106 revisions being recommended in this report are part of a package of measures to help improve NDP Scheme viability and help secure a comprehensive redevelopment scheme. The NDP Scheme has the potential, when implemented, to be the catalyst for further phased regeneration in North Tottenham. Encouraging that regeneration is a Council priority.

The Council's Cabinet on 7 February 2012 is considering the wider package of public investment in North Tottenham and NDP Scheme viability. While the Sub-Committee should be aware of that, the decision on the s106 agreement is a matter for this Sub-Committee.

2. Summary

2.1 Tottenham Hotspur (THFC) has not been able to commit to building its new 56,250 seat stadium in Tottenham as its consented 'Northumberland Development Project' was not financially viable. Lengthy negotiations have been taking place between the Council, the Mayor of London and the Club to see how viability can be improved in the current challenging conditions in the financial and property markets.

2.2 The negotiations have resulted in a proposed range of measures to improve the viability of the whole scheme. If these measures are approved, and this report forms a key part of that process, the Club states that it considers the scheme can be viable and deliverable - though several conditions still need to be satisfied before that position can be assured.

2.3 Subject to approval to those measures (including approval to the recommended changes to the s106 agreement) and to securing the required development finance, the Club now proposes an indicative construction timetable for its three phase NDP Scheme as follows:

- Phase 1 (Northern Development) with the supermarket, Club and other commercial space - start in Autumn 2012 with completion in 2014;

- the new Stadium (Phase 2) - start in Summer 2013 with completion in 2016;
- Phase 3 (Southern Development) with housing and commercial space - subject to being granted full planning permission, start in 2016 following demolition of the existing Stadium.

2.4 While this programme can never, of course, be guaranteed, the Club considers that the whole Northumberland Development Project scheme, revised as proposed, has the reasonable prospect of being a viable and deliverable scheme in full. An independent assessment (on behalf of the Council) by Grant Thornton of the Club's financial figures and projections confirms this.

3. Recommendations

It is recommended that the Sub-Committee:

- 3.1 **Revise the s106 agreement** : Approves the heads of terms set out in Appendix 1 and summarised in the main report at paras. 4.28-4.50 for a new s106 legal agreement (to replace the s106 agreement dated 20 September 2011) between the Council, Tottenham Hotspur Football Club (and associated companies) and Transport for London related to the 'Northumberland Development Project';
- 3.2 **Authority to approve the detailed agreement** : Authorises the Assistant Director Planning Regeneration & Economy, in consultation with the Chair of the Sub-Committee, to approve the detailed wording of the new s106 agreement including agreeing minor changes to heads of terms as a result of continuing negotiations &/or detailed drafting;
- 3.3 **s106 agreement to relate both to the consented development and (if approved) the two current planning applications** : Agrees that, subject to the Sub-Committee's decisions in respect of the two THFC planning applications reported separately on this Agenda, the revised s106 agreement approved in Recommendation 3.1 above should relate to the original consented Northumberland Development Project scheme (granted planning permission on 20 September 2011) as well as the new planning applications (if approved by the Sub-Committee) for the Phase 1 (Northern) and Phase 3 (Southern) Developments.

Report Authorised by:  3/2/12

Marc Dorfman
Assistant Director Planning & Regeneration

Contact Officer: **Marc Dorfman, Assistant Director Planning, Regeneration & Economy**
Terry Knibbs, Development Consultant
Tel: 020 8489 5538/5590

4. Detailed Considerations

Background

- 4.1 The Northumberland Development Project (NDP) Scheme by THFC was granted planning permission on 20 September 2011 following the completion of the s106 legal agreement. The heads of terms of the s106 agreement were approved by the Planning Committee on 30 September 2010.

- 4.2 The permission provides for the scheme to be undertaken in 3 phases. Phases 1 & 3 are subject to new planning applications to increase and change floorspace – see the separate reports on this Agenda (those proposed changes are reflected in the following floorspace totals so are still subject to approval by this Sub-Committee):
- **Phase 1 – the ‘Northern Development’** – a 46,688sqm. development (including the area of 401 car parking spaces) comprising a retail superstore (7,201sqm. net sales area), Club offices, Stadium related hospitality space and a ‘brand centre’ for marketing events on Stadium event days;
 - **Phase 2 – the ‘Stadium Development’** comprises the stadium, Club museum, Club retail store and raised outdoor public podium;
 - **Phase 3 – the ‘Southern Development’** comprises 285 residential flats plus 15,000 sqm. floorspace comprising a health & fitness club; a health centre and an education college (or similar types of use).
- 4.3 THFC now owns all the land required for the development apart from one third party interest and an area of land owned by the Council (terms have been agreed for the latter). The third party interest may need to be acquired compulsorily by the Council (a report on that will be presented as necessary to the Council’s Cabinet at a future date).
- 4.4 However, Tottenham Hotspur (THFC) has not been able to commit to building its new 56,250 seat stadium as the consented NDP Scheme is not financially viable. The Scheme faces a large funding gap – this is explained in a little more detail in paras. 4.12-4.20.
- 4.5 Lengthy negotiations have been taking place between the Council, the Mayor of London and the Club to see how viability can be improved in the current challenging conditions in the financial and property markets.
- 4.6 On 16 January 2012, the Mayor of London confirmed an £18m. package of funding to support North Tottenham’s regeneration. The Council’s Cabinet will consider the allocation of this funding on 7 February 2012 together with £9m. of Council funding in an overall £27m. package of investment in North Tottenham aiming to promote wider area regeneration and boost investor confidence.
- 4.7 Cabinet is being recommended to agree £3.5m. of the Mayoral funding is used to fund highway, parking and pedestrian route improvement works linked with the NDP Scheme – prior approval to this is important for this Sub-Committee’s consideration of the s106 revisions. A verbal report of the Cabinet’s decision will be given at the Sub-Committee meeting.
- 4.8 In January 2012, THFC became a private Company as a measure to help secure the required development finance.

The existing s106 agreement

- 4.9 The Planning Committee considered the NDP planning application in September 2010 and resolved to grant planning permission subject to signing the s106 agreement. **That agreement sets out funding obligations on THFC of just under £16m. (being payments to the Council, Enfield Council and Transport for London). There is also a range of other obligations which THFC is required to meet/fund directly itself which, apart from specific expenditure of £440,000, are not costed in the s106 agreement.**
- 4.10 The obligations in the existing s106 cover a range of matters, including:
- sustainability;

- highway & parking works;
- travel plan implementation & review
- public transport provision & improvements;
- environmental improvements;
- area management on event days
- heritage improvements;
- jobs & training provision;
- town centre management & regeneration
- targeted local benefits
- community events & open space projects
- affordable housing.

4.11 These obligations were recommended as part of the consideration of the original planning application for the NDP Scheme. Those obligations met the required test for planning obligations that, at the time of recommendation, they were:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

NDP Scheme viability & its importance in Tottenham

4.12 Since the original determination by the Planning Committee in 2010, THFC has made clear that the consented £400m+ NDP Scheme was not financially viable. A substantial funding gap exists between the cost of the new Stadium and associated development and the increased revenues, capital values, equity investment and borrowed funds that will be available to cover that major investment. THFC has supplied detailed financial information to the Council, on a commercially confidential basis, to demonstrate this position. The Council has been advised by Grant Thornton in assessing this information.

4.13 If viability is to be improved, action is needed on all of the following:

- the cost of the development has to be reduced;
- the realisable value of the development has to be increased;
- alternative funding sources towards elements of the scheme have to be found, eg. naming rights;
- investor confidence has to be increased.

4.14 The NDP Scheme has the potential to bring major economic benefits for Tottenham in terms of investment, jobs, new homes and additional spending power. These benefits also create the potential for the Scheme to be a catalyst for wider regeneration. Lengthy negotiations have therefore taken place over many months between the Council, the Mayor of London and the Club to see how the viability of the NDP Scheme can be improved and therefore to see how the Scheme can be made a reality. These negotiations have resulted in a proposed package of measures to improve scheme viability.

4.15 The focus of this report is on one element of this package - whether the s106 agreement should be changed to reduce the funding obligations on THFC.

4.16 As overall context, Appendix 3 outlines the range of measures that are being pursued to improve NDP Scheme viability.

4.17 **It is important to emphasise that all the negotiations on this package of measures have been undertaken on the basis that relevant measures will require approval by, as appropriate, the Council's Cabinet, this Planning Sub-Committee or other appropriate Committee.**

- 4.18 If the measures are approved, and this report is one part of that process, the Club states that it considers the scheme can be viable and deliverable - though several conditions still need to be satisfied before that position can be assured, eg. securing a Stadium naming rights sponsor.
- 4.19 An independent assessment by Grant Thornton (on behalf of the Council) of the Club's (confidential) financial figures and projections concludes that, if the NDP Scheme is revised as proposed and if THFC can successfully manage and mitigate key risks, it has a reasonable prospect of being a viable and deliverable scheme.
- 4.20 While the Grant Thornton report has to remain confidential due to the commercial information it contains, Grant Thornton state that:
- "Taken together, it would appear that there are significant challenges and risks to delivery of this project, however this is not uncommon for a project of this nature. The revised financial model is also predicated on a set of more ambitious underlying assumptions in relation to revenues and a more complex funding strategy than existed in the previous financial model. However, the revised financial model does appear to have set out a strategy to address the funding gap contained in the previous model....."*
- "On the assumption that the Club can satisfy the challenges presented and mitigate the key risks then the overall plan does appear to have a reasonable prospect of supporting a viable and implementable Project."*

Changing the s106 agreement

- 4.21 The Council's planning policies aim to promote development in appropriate locations and, as far as possible, in ways and for uses that will provide significant benefits for the wider area. Impacts of developments need to be mitigated adequately. In considering the form of a development, the mix and type of uses and the degree to which the impacts of that development are mitigated, it is reasonable to take into account the potential benefits, in planning terms, of the whole development.
- 4.22 Promoting regeneration in Tottenham has long been a Council priority but even more so since the riots last summer. Since then many local people have been saying to the Council that they want to see change and improvements happening in Tottenham. They want to see the image of Tottenham improved.
- 4.23 The Minister for Decentralisation and Cities' 'Statement on Growth' in March 2011 calls for local authorities to review existing s106 agreements on schemes that are unviable. Where necessary and possible, obligations should be modified to allow development to proceed provided this continues to ensure that the development remains acceptable in planning terms.
- 4.24 The Draft National Planning Policy Framework (July 2011) encourages local planning authorities to avoid non-essential conditions or obligations when they would undermine the viability of development proposals.
- 4.25 To secure major private sector investment in an area and capitalise on its potential 'catalytic' effect for continuing improvements and change, the development has first to be commercially viable. The Northumberland Development Project (NDP) Scheme with the new larger capacity Stadium, new retail and commercial floorspace as well as new homes, public space and heritage improvements, will create hundreds of new jobs many of which will be targeted to local people. The additional 20,000 new spectators to each football match in the approved new Stadium (plus participants at non-football events and conferences) will bring substantial new spending to the local economy that can benefit local businesses – both those supplying direct to the Stadium as well as those in the general area.

- 4.26 The potential benefits of this development are substantial. If the NDP Scheme as a whole cannot be delivered because it is not financially viable, then all the benefits stand no chance of being realised. Those potential benefits justify the review of the scale and range of existing s106 obligations. However, the potential adverse impacts of the scheme on the local area also need to be adequately mitigated.
- 4.27 While the £16m. of s106 funding obligations is a relatively small part of the overall Scheme cost, it is still a significant sum. Revising the extent of the obligations (or finding alternative funding for key elements) is an important part of the work that is striving to make the NDP Scheme deliverable, consistent with the principles of good planning and in the interest of stimulating regeneration in North Tottenham.

Mitigating NDP Scheme impacts in a revised s106 agreement

- 4.28 The potential impacts that the existing s106 obligations cover relate to:
- traffic flow capacity & on-street parking impacts;
 - pedestrian route, cycling and public transport improvements to encourage greater use of non-car modes (and reduce traffic flow impacts);
 - managing the impacts on the local area that 50,000+ visitors to the Stadium can have;
 - TV reception in the local area.
- 4.29 The existing s106 agreement also includes a variety of measures that secure the timing of certain works, target benefits to local people, provides funding to increase the pupil capacity of local schools and provides for affordable homes.
- 4.30 Following a review of these obligations, there is scope to reduce the cost on THFC (to support NDP Scheme viability) while still enabling the NDP Scheme to be acceptable in planning terms:
- a) the essential **highway, parking and pedestrian route improvements** can be funded from £3.5m. being made available (via the Council) by the Mayor of London – so the key impacts of the scheme, focused on the Phase 1 Northern Development, will still be addressed (just funded from an alternative source). (THFC will remain liable for funding required by LB Enfield to deal with highway and parking impacts in that borough);
 - b) the Mayor of London is providing increased funding to Transport for London to support **passenger capacity improvements at Tottenham Hale Station** to replace the funding that THFC was due to provide;
 - c) the **target in the Stadium Travel Plan that 77% of trips to the Stadium are by non-car modes will continue to apply**. If that mode share target is not achieved in the first season after the new stadium is completed (THFC is obligated to carry out surveys), the existing obligation will remain on THFC to agree with the Council and fund additional transport measures until such time as that mode share target is consistently achieved for 5 consecutive seasons. The mode share target will still remain a key target;
 - d) the **area management obligations** in the existing s106 for Stadium event days **will continue to apply**;
 - e) **alternative funding** is available from the Council & Mayor of London (subject to being approved by the Council's Cabinet on 7 February 2012) **towards local measures to improve job skills training, supporting additional inward investment measures and promoting area-wide regeneration**. At the same time, it is recommended that, in the new s106 agreement, the **obligations on THFC be strengthened to offer more**

jobs to local people (the obligations on the 3rd. page of Appendix 1 in respect of permanent & construction jobs and apprenticeships being made available first to local residents have all been increased).

- 4.31 **School place funding** - The existing s106 agreement provides for £1.2m. to be paid by THFC for improvements to local schools linked to the proposal for residential flats in the Phase 3 Southern Development. £107,000 of this had been requested by LB Enfield to support schools in Enfield.
- 4.32 The new outline planning application for the Southern Development (reported separately on this Agenda) proposes to increase the number of flats to 285 (from 200). To boost development value and support overall NDP Scheme viability, it is proposed that all of these be open market homes. It is very likely that these will be overwhelmingly 1 & 2 bed flats so the 'child yield' will be lower than the consented scheme.
- 4.33 It is consistent with national, strategic and local policies for viability to be considered in assessing the requirement for planning obligations. It has been the case on several schemes, especially in the current difficult housing market, that, where scheme viability is an issue, it has not been possible to achieve the funding that the Council initially seeks towards off-site infrastructure provision, including school places. The same situation applies here. It is recommended that this funding requirement be deleted.
- 4.34 LB Enfield has been consulted on the proposal to delete the requirement for schools funding. Its response is awaited but there is no obligation in the current s106 agreement enforceable by Enfield on the Council to make available the £107,000 that Enfield had requested.
- 4.35 **Affordable housing** – The existing s106 agreement requires 50% of the 200 flats in the Phase 3 Southern Development to be affordable homes. Reported separately on this Agenda is the planning application by THFC to increase the number of new homes to 285. Funding affordable homes in a development results in a lower development value than if all the homes were open market as a Registered Affordable Housing Provider will, in general, pay less per sqft. than would be expected on the open market. While there is clearly a major need for new affordable homes in the borough, if the NDP Scheme as a whole is not viable then no new homes will be built (Phase 3 occupies the site of the existing Stadium).
- 4.36 While it is estimated that the Phase 3 Southern Development (comprising the residential flats) will be viable in itself (ie. it should generate a positive land value), a requirement for affordable homes in this scheme will reduce that value significantly. THFC is committing to use land value generated from this phase of the development to support the whole Stadium construction. Therefore, maximising that value enables a greater contribution to enabling the NDP Scheme as a whole to be viable.
- 4.37 A new s106 obligation on THFC is proposed that requires the use of land value from the 'enabling' development of new homes to support the Stadium construction.
- 4.38 It is consistent with Council planning policy that a greater tenure mix be promoted in the east of the borough where there is a marked concentration of social housing. The Northumberland Park ward suffers from entrenched deprivation and comprises 53% social housing compared to the borough average of just 30%. Only 30% of housing in this ward is owner occupied compared to 45% across the borough as a whole. In recent years there has been very little building of open market homes in the Ward while there have been far more intermediate and social rented new homes built. Therefore, the building of 285 open market homes, if the current planning

application is approved by the Sub-Committee after considering the separate report on this Agenda, will help broaden the tenure mix in this part of Tottenham.

- 4.39 For the above reasons it is recommended that the requirement for 50% affordable homes in the NDP Scheme is deleted from the s106 agreement. This is still consistent with the Council's planning policy which seeks 50% affordable housing subject to viability.
- 4.40 **No changes** are proposed to the measures in the existing s106 agreement relating to mitigating any impact by the development on **TV reception** in the local area and to dealing with **area management on Stadium event days**.
- 4.41 **The table overleaf summarises the key changes being recommended to the NDP Scheme s106 agreement with more details in Appendices 1 & 2.**
- 4.42 The recommended changes to the s106 obligations entail investment of £7.977m. including funding from the Mayor. The actual cost to THFC of the NDP Scheme is reduced by £16m. On top of that is the potential increased development value of the proposed additional floorspace and other detailed changes to the consented development (including those that are the subject of the two planning applications reported separately on this Agenda). Other proposed measures in the whole package should also help to boost investor confidence.
- 4.43 **The key NDP Scheme impacts will continue to be mitigated through the revised s106 obligations** - by a combination of continuing obligations on THFC and allocating alternative funding to specific measures. Appendix 2 lists those obligations that are proposed to be deleted from the s106 and the alternative means by which they will be provided as far as possible.
- 4.44 **On the basis that the key impacts are still being addressed, it is considered that the consented NDP Scheme remains acceptable in planning terms taking into account the factors set out in the previous paragraphs.**
- 4.45 Appendix 1 sets out the heads of terms for the new s106 agreement.
- 4.46 In summary, to help support a viable NDP Scheme, it is recommended that THFC be relieved of:
- paying any funding obligations direct to either the Council or Transport for London (with those obligations to be replaced, in part, by work to be funded by the Council & the Mayor of London);
 - undertaking some of the obligations that THFC were to fund directly.

Summary of Key Changes to the s106 Agreement

Obligation category	Existing s106 agt.		New s106 agreement		Notes
	£	Funded by or action by	£	Funded by or action by	
Highways, transport, parking & env. imps.	£13.341m. £ for other measures not specified	THFC	£3.5m. £3.5m. £0.5m. <u>£0.477m.</u> £7.977m.	Mayor (via LBH) Mayor LBH THFC	New agreement focuses on essential measures. £5.364m. of costs deleted for non-essential works. (LBH funding subject to approval by Cabinet 7 Feb. 2012)
Heritage	£0.24m. and £ for works not specified	THFC	£ for works not specified	THFC	Obligation for £0.24m. deleted but other heritage obligations remain.
Energy	£ not specified	THFC	£ not specified	THFC	Obligation remains to provide CHP plant. (Separate funding from Mayor/LBH to enable CHP plant to be capable of serving wider district subject to detailed approval by Mayor/LBH Cabinet -not part of s106)
Temporary uses on vacant land	£ not specified	THFC	£ not specified	THFC	Obligation remains.
Emp. & skills	£0.4m.	THFC	£ not specified. Emp. obligations on THFC strengthened	THFC	Funding obligation is deleted but target for local jobs is increased. (Note: Emp. & skills programme for Tottenham (using £1.5m. funding from Mayor) being developed by Council)
Regeneration, inward inv. & community projects	£0.885m.	THFC	-	-	Obligations deleted. (Note: Separate funding for area-wide regeneration masterplan subject to Cabinet approval 7 Feb. 2012 - not part of s106)
Provision of public space & toilets	£ not specified	THFC	£ not specified	THFC	Obligation remains – no. of community events to be held increased (Note: Separate funding from LBH subject to Cabinet approval 7 Feb. 2012 – not part of s106)
Area and street managt.	£ not specified	THFC	£ not specified	THFC	Obligations remain
Affordable housing	(50%)	THFC	(0%)	THFC	Obligation deleted
Education	£1.2m.	THFC	0	-	Obligation deleted
Monitoring	£0.37m.	THFC	0	-	Obligations deleted (Note: Council to use existing revenue resources)
Use of 'enabling' development value	-	-	(Value from development in Phases 1 & 3 to support Stadium)	THFC	New obligation
Healthcare	-	-	Offer of space	THFC	New obligation
Total	£16.436m.	THFC	£0.477m. £7.5m.	THFC Mayor/LBH	

- 4.47 The Mayor of London and Transport for London agree with the recommended changes. The Mayor is providing £3.5m. to Transport for London towards capacity improvements at Tottenham Hale Station (replacing up to £3m. that would have been payable by THFC). The Mayor is providing a further £3.5m. to the Council (to replace funding from THFC) to undertake specific highways works, change and extend Controlled Parking Zones and improve pedestrian routes at the same time as the construction of Phases 1 and 2 of the NDP Scheme.
- 4.48 THFC will remain liable to enter an agreement with LB Enfield to fund a Controlled Parking Zone and other highway measures in LB Enfield linked to the Phase 2 Stadium Development.

Proposed new obligations

- 4.49 It is also proposed that new obligations are put into the new s106 agreement to reflect, not just the change of funding for the works that the Council & TfL will be undertaking, eg. the highway measures and Station improvements, but also the wider area initiatives that, subject to Cabinet approval on 7 February 2012, will be led by the Council. These initiatives are important in their own right but also because they should serve to boost institutional investor confidence in the NDP Scheme. For example, it is proposed that the Council works with Network Rail, the Mayor and TfL to seek the building of a new ticket hall entrance at the southern end of the platforms at White Hart Lane Station and, eastwards from that, a transformed public realm linking to the new Stadium.
- 4.50 At the same time it is proposed to strengthen the obligations on THFC regarding local employment and the offer of apprenticeships (during construction and in the completed development) targeted to Tottenham residents.

5. Finance Comments by the Director of Corporate Resources

- 5.1 The Council commissioned Grant Thornton to examine both the original and revised business plans produced by the club, which are commercially confidential.
- 5.2 The original business plan showed a large funding gap between the build costs and the level of debt that the club was prepared to or able to raise.
- 5.3 The revised funding strategy presented by THFC contains no funding gap with the reduction in s106 commitments and the public sector funding package forming part of the improved position along with significant changes in the level of senior debt utilised in addition to enhanced positions related to naming rights, external income and equity investment.
- 5.4 Overall Grant Thornton concluded that the revised business plan incorporating the s106 amendments has a reasonable prospect of delivery if the Club can successfully manage and mitigate the key risks. Without the reduction in s106 the project would carry a significant level of additional risk and this would make it more difficult for the Club to attract external debt finance and less likely that the scheme would proceed.
- 5.5 It is important to note that the revised business plan depends on the public sector funding package being agreed by both Cabinet and Full Council as part of the ongoing budget process, as well as GLA support being finalised. The additional monies from the Council and GLA will address some of the infrastructure issues previously covered by s106 commitments.

- 5.6 Due regard needs to be taken on the legal comments elsewhere in this report regarding the position that the council needs to be satisfied that the proposals do not breach state aid issues and appropriate advice on this will need to be obtained before proceeding.
- 5.7 It is also important to note that although the decision with regard to s106 contributions should allow the Northumberland Park project to progress to the next stage, this in itself does not guarantee that the project will be implemented as the Club still need to arrange debt finance and a naming rights sponsor at the levels envisaged in the revised business plan to make the scheme viable.

6. Comments by Head of Legal Services

- 6.1 A Section 106 agreement was completed on 20th September 2011 in accordance with the heads of terms approved by the (then) Planning Committee on 30th September 2010. The financial viability of the project is clearly a material consideration when considering what measures to mitigate the impacts of new development upon existing community facilities, and/or to provide new infrastructure for residents in new developments.
- 6.2 The financial viability of the project has been considered by the Council's independent consultants Grant Thornton who have confirmed that there appears to be a reasonable prospect of a viable and implementable Project following the amendments to the s106, the public sector support measures and the additional development proposed. In addition there is Ministerial support for the review of S.106 agreements on unviable schemes and the draft NPPF also supports the removal of non-essential obligations which would undermine viability.
- 6.3 The policy tests which planning obligations must meet in order to be lawful states that planning obligations must be: 1) necessary to make the development acceptable in planning terms, 2) directly related to the development, and 3) fairly and reasonably related in scale and kind to the development.
- 6.4 The obligations set out in this report meet the key tests and have been agreed in principle with the Applicant, THFC and the Mayor.
- 6.5 The proposed s106, to replace the earlier agreement, takes into account the additional development proposed by the two amendment applications before Planning Sub-Committee together with the alternative funding identified in this report. Obligations on the Council in the new s106 agreement will be subject to compliance with state aid regulations – appropriate advice on this is being obtained from Counsel.

7. Equalities Implications

- 7.1 The NDP Scheme will bring new investment, jobs and new spending power into Tottenham. It should also provide a catalyst for further investment in an area that experiences substantial deprivation. The development, together with the complementary public sector investment outlined in this report, provides the potential to improve economic, social and physical conditions in the area to the benefit of residents and businesses. The adverse impacts of the NDP scheme will still be mitigated as far as is practicable seeking to maximise the net benefits for the area of this major investment.

8. Use of Appendices

- Appendix 1 – Heads of Terms for the legal obligations proposed to be **RETAINED OR ADDED** to the **NEW s106 Agreement** for the 'Northumberland Development Project'
- Appendix 2 – Obligations in the existing s106 Agreement for the 'Northumberland Development Project' that are proposed to be **DELETED**
- Appendix 3 – Range of measures to improve NDP Scheme viability

9. Local Government (Access to Information) Act 1985

Background Papers

- s106 Agreement dated 20 Sept. 2011 between THFC, the Council, Transport for London and other parties
- Letter from the Mayor of London 16 January 2012 'North Tottenham Regeneration Funding'

LEGAL OBLIGATIONS PROPOSED TO BE RETAINED OR ADDED TO THE NEW s106 AGREEMENT FOR THE 'NORTHUMBERLAND DEVELOPMENT PROJECT'

Heads of Terms

Parties:

- Haringey Council ('Council')
- Transport for London ('TfL')
- Tottenham Hotspur Ltd. ('THFC' – including all companies below)
- Stardare Ltd.
- Star Furnishing Co. Ltd.
- Tottenham Hotspur Football & Athletic Co. Ltd.
- Paxton Road Ltd.
- White Hart Lane Stadium Ltd.
- Park Lane House Ltd.
- Tottenham Hotspur Finance Co. Ltd.
- Tottenham Hotspur Property Co. Ltd.
- Other related companies as necessary

Site: 'Northumberland Development Project', Tottenham N17 – Land bounded by High Road, Park Lane, Northumberland Park & Worcester Avenue

Powers: s106 Town and Country Planning Act 1990 (as amended)

Obligation	Timing/Trigger
GENERAL	
<p>Indicative Phasing Plan :</p> <ul style="list-style-type: none"> ▪ Phase 1 Northern Development: construction start date 2012; completion date 2014 ▪ Phase 2 Stadium Development: construction start date 2013; completion date 2016. ▪ Phase 3 Southern Development: construction start date 2016: completion date 2019. ▪ For the avoidance of doubt none of the above dates shall constitute a binding obligation on THFC to commence works by the dates provided. ▪ THFC shall notify the Council of any changes to the indicative dates in the Phasing Plan. 	
<p>The completed development to achieve 44% carbon emissions reduction of 2006 Building Regs., residential flats to achieve Level 4 Sustainable Homes Code and rest of development to achieve BREEAM 'Very Good'.</p> <p>Each phase of the development shall be constructed so as to enable connection to a CCHP plant to be brought forward in the surrounding area.</p>	Completed NDP scheme to achieve these targets
THFC to undertake survey to identify any adverse impacts to television reception in local area as a result of the development and undertake mitigation as far as practicable	Undertake surveys upon commencement of development and mitigation works within 3 months of letting of Stadium contract
THFC to appoint a Travel Plan Co-ordinator for the lifetime of the whole development, submit to the Council where relevant updated Travel Plans for approval, and comply with approved Travel Plans.	From the commencement of development
Prior to occupation of each phase THFC shall provide electric charging points (no. & location of points to be approved by the Council) to serve parking spaces to be provided for that phase	Prior to occupation of each phase

Obligation	Timing/Trigger
Council to work with THFC and TfL in seeking the agreement of Network Rail to the construction of a new southern ticket hall and entrance to White Hart Lane Station directly accessible from Whitehall Street by 2016 and to the re-naming of White Hart Lane Station to a name to be agreed with THFC.	From signing the s106 Agreement
THFC to use reasonable endeavours to procure that the Considerate Constructors Scheme is implemented and complied with throughout the construction of the whole development	From commencement of development
THFC to pay Council & TfL legal costs	Prior to completion of the Agreement
HERITAGE	
THFC to commission a Heritage Management Plan (for all heritage assets within scheme) & submit to Council for approval. THFC to bind successors in title to the provisions of the Management Plan.	Within 6 months of the date of the s106 Agreement.
<p>Nos. 744-750 High Road – THFC to complete a survey identifying external enveloping works &, subject to Council approval, complete the external works.</p> <p>Complete the full restoration of these buildings for new uses.</p>	<p>Submit the survey to the Council within 18 months of the date of the s106 Agreement and complete the external works within 1 year of the Council's approval of the survey.</p> <p>Complete the works prior to first major event at the new Stadium or within 5 years of the date of the s106 Agreement (whichever is earlier) or such longer period as may be agreed by the Council</p>
THFC to lay out and open for public use for not less than 364 days a year the Heritage Public Access Space in the vicinity of 744-750 High Road	Prior to occupation of the Completed Stadium or within 5 years of the date of the Agreement (whichever is earlier)
<p>Nos. 796 & 810 High Rd. - complete a survey identifying external enveloping works for 796 High Road &, subject to Council/Eng. Heritage approval, complete the external works within 1 year of that approval.</p> <p>THFC to seek tenants for 796 & 810 High Road – if no tenants within 3 years of starting the development, THFC to complete all repairs and internal works for THFC's own occupation.</p> <p>THFC to secure the removal of both buildings from EH 'at risk' register</p>	<p>Submit the survey to the Council/Eng. Heritage for approval within 6 months of the date of the s106 Agreement and complete the external works within 1 year of that approval.</p> <p>THFC to occupy buildings on completion of works if no tenants</p> <p>Within 5 years of the date of the s106 Agreement.</p>
<p>Nos. 797, 799, 806, 807, 818, 820 & 822 High Road – THFC to complete a survey to set out repair and restoration works needed together with a timetable for carrying out the works. Subject to Council approval, carry out the works within 5 years of the date of the s106 Agreement.</p>	Submit survey for Council approval within 9 months of the date of the s106 Agreement and complete the works within 5 years of the date of the s106 Agreement.
USE OF DEVELOPMENT VALUE TOWARDS STADIUM CONSTRUCTION COST	
THFC will demonstrate to the Council how land/development value achieved by THFC from the Northern Development contributes towards the delivery of the new Stadium as proposed in the viability report submitted by THFC dated 15 Dec. 2011	Prior to letting the Stadium construction contract
THFC will demonstrate to the Council how any land/development value estimated as likely to be generated by the Southern Development contributes towards the delivery of the new Stadium as proposed in the viability report submitted by THFC dated 15 Dec. 2011.	Prior to letting the Stadium construction contract
OBLIGATIONS TRIGGERED BY THE NORTHERN DEVELOPMENT	
TRANSPORT, HIGHWAY WORKS AND PARKING	
<p>Subject to agreeing a construction timetable for the Northern Develpt.:</p> <ul style="list-style-type: none"> ▪ THFC to commission utility service diversions and dedicate appropriate land in its ownership adjoining Northumberland Park for public highway use; ▪ Subject to the required utility service diversions having been 	<ul style="list-style-type: none"> ▪ Utility service diversions to be contracted prior to start of highway works ▪ Northern Development not to be occupied until

Obligation	Timing/Trigger
<p>completed, the Council will undertake in accordance with an agreed timetable and start date highway improvements on Northumberland Park & High Road (estimated cost of highway works, including fees, £1.06m.);</p> <ul style="list-style-type: none"> ▪ the Council to consult on and implement a Controlled Parking Zone to deter on-street parking by supermarket shoppers (estimated cost, including fees, £0.33m.). 	<p>[xx] months after the completion of utility service diversions;</p> <ul style="list-style-type: none"> ▪ Consultation to start no later than 3 months after the start of construction of the Northern Development
<p>THFC will repay to the Council the cost of the highway and CPZ works incurred by the Council related to the Northern Development up to a maximum of £1.39m if it abandons its plan to bring forward a Stadium in Tottenham</p>	<p>If the Stadium construction contract is not let by September 2018 (or such later date as may be agreed between THFC and the Council)</p>
TEMPORARY USES FOR VACANT PHASE 2 LAND	
<p>THFC to implement approved temporary land uses – including publicly-accessible open space, sport, leisure uses and landscaping – on the cleared land not required for the Northern Development</p>	<p>Submit proposals to Council within 3 months of start of construction of the Northern Development and then make plg. applns. as necessary. Complete approved uses within 6 months of Council approval of the proposals or grant of any planning permission and maintain in operation until the letting of the Stadium contract</p>
EMPLOYMENT, SKILLS & INWARD INVESTMENT	
<p>THFC to ensure that all contractors and occupiers of Development to reflect principles & objectives of the Haringey Guarantee Programme</p>	<p>From start of development</p>
<p>THFC and contractors to liaise with Council, Foundation and training agencies on job opportunities & skill needs</p>	<p>From start of development</p>
<p>THFC to aim to ensure all new permanent jobs and construction jobs are made available first to Haringey residents (& to agree a mechanism with the Council for advertising jobs)</p>	<p>From start of develpt.</p>
<p>THFC to use reasonable endeavours to achieve via its contractors and sub-contractors employed to construct the Development a target of 50 apprenticeships are offered to residents of the Tottenham Area in construction and related skills during the period of construction and to liaise with the College of Haringey, Enfield and North-East London in securing the offer of those apprenticeship places.</p>	<p>From start of development</p>
<p>THFC to provide 10 non-football (non-construction) apprenticeships a year for 6 years & 75 jobs a year for 6 years for Tottenham Area residents (for the avoidance of doubt these jobs may be provided from any phase of the development)</p>	<p>From start of develpt.</p>
<p>THFC to organise supply chain workshops – 4 a year for 8 years to advise Tottenham businesses how to obtain contracts arising from the Develpt. (programme to be agreed with the Council)</p>	<p>From the start of the Development</p>
<p>A10/1010 Town Centre Management Programme – THFC to ensure supermarket operator will provide a dedicated person to act as a town centre manager with responsibility for agreeing with the Council and implementing the Town Centre Management Programme on the A10/1010 corridor between the North Circular Road (in Enfield) and Monument Way (in Haringey) (with the projects to be agreed between the Council and LB Enfield. Supermarket operator to guarantee performance of the programme and funding for 6 years from occupation of the Supermarket.</p>	<p>Upon occupation of the Northern Development.</p>
OBLIGATIONS TRIGGERED BY THE STADIUM DEVELOPMENT	
TRANSPORT AND ACCESSIBILITY	
<p>THFC commit to enter into a s278 agreement with Enfield to fund CPZ and highway/signage improvements (estimated cost £477,000) and the</p>	<p>Before the start of Stadium construction</p>

Obligation	Timing/Trigger
Council will work jointly with THFC & LB Enfield to explore the opportunity to deliver cost savings via co-ordinated implementation with the CPZ in LB Haringey	
Council to consult on and implement a Controlled Parking Zone to deter on-street parking by Stadium spectators on event days (estimated cost, including fees, £0.65m.)	Following the letting of the Stadium construction contract
Council to undertake highway/environmental works and improvements on Worcester Avenue , (estimated cost, including fees, £500,000)	Following the letting of the Stadium construction contract in accordance with an agreed timetable and start date to ensure the works are completed prior to the opening of the Interim Stadium
Council to undertake pedestrian route and crossing improvements in the vicinity of, Northumberland Park Station (at an estimated cost of £0.2m.)	Following the letting of the Stadium construction contract in accordance with an agreed timetable and start date to ensure the works are completed prior to the opening of the Interim Stadium
<p>THFC to operate a Stage 1 Shuttle Bus to Victoria and Piccadilly Line Stns. and implement an extended service (Stage 2) if necessary as a result of the Event Day Monitoring Programme.</p> <p>The Council and TfL will work with THFC to identify and provide appropriate access, parking and waiting arrangements on adopted public highways, including the use of bus lanes, to encourage the fullest possible use of the Stadium Shuttle Bus services</p>	From the opening of the Interim Stadium
THFC to implement all approved measures within the Stadium Travel Plan , including the Home Supporter Coach Travel Initiative, the Retention of Visitors Measures Plan and Transport, Marketing and Communications Strategy	From the opening of the Completed Stadium
THFC to fund and implement additional measures approved by the Council if, at the end of the first football season following the opening of the Completed Stadium, less than 77% of the spectators at the Stadium travelled by non-car mode for the main part of their journey. Surveys to be repeated each season and additional measures submitted to the Council for approval and then subsequent funding by THFC and implementation by THFC, the Council or others as appropriate (with THFC providing required funds to the Council or others as necessary) until such time as the non-car transport mode share has consistently been 77% or higher for 5 consecutive seasons.	
Council to promote stopping up of Bill Nicholson Way & Paxton Rd. and any TROs (including for Worcester Avenue) required for the new Stadium.	Stopping up orders to be progressed on a programme designed to secure confirmed orders in 2012
TfL to use best endeavours to fund and implement passenger gateline capacity improvements (including a 3 rd . escalator) at Tottenham Hale Station (NOTE: This obligation has yet to be agreed by TfL)	Works to be completed by 2016
AREA AND STREET MANAGEMENT	
THFC to operate and fund measures within an approved Local Area Management Plan (covering a geographical area to be agreed by the Council) to minimise adverse environmental impacts and nuisance to residents and businesses which are otherwise likely to be adversely affected by the use of the Stadium for Major Events	From the opening of the Completed Stadium
GENERAL	
THFC will complete the Podium and Public Access Space and allow public access at all times on 364 days a year (and to public toilets that shall be open for public use from 8am-8pm - or longer as necessary for Stadium Events) in accordance with a management plan approved by the Council	Prior to the opening of the Completed Stadium
THFC to procure that the Foundation will develop a programme for a minimum of 12 community events a year to be run (in consultation with the Council) on the Podium and Public Access Space	For 6 years from the opening of the completed Stadium

Obligation	Timing/Trigger
THFC to host monthly free educational visits to the Stadium during construction and when completed for local schools and community groups	From start of construction of Stadium
THFC to give priority to 2,500 Haringey and 2,500 Enfield residents in allocating additional season tickets	For 1 st season at the Completed Stadium
THFC to ensure priority booking (24hrs. in advance of general release) for all events at the Completed Stadium for 2,500 Haringey and 2,500 Enfield residents	From the opening of the Completed Stadium
THFC will not charge any Haringey or Enfield resident to be on a waiting list for season tickets	From the opening of the Completed Stadium
THFC to continue existing scheme of offering free tickets to local children through achievement attained on Foundation programmes	From the opening of the Completed Stadium
Council to use reasonable endeavours to secure the re-naming of the section of White Hart Lane east of the Station to the High Road to a name to be agreed with THFC.	From signing the s106 Agreement
Council will seek Network Rail's agreement to fund selective door opening at Northumberland Park Station to facilitate stopping for longer trains	From signing of s106 Agreement
Council will actively promote with Network Rail and the Department of Transport the upgrade of the West Anglia Mainline to provide enhanced match day rail services	From the signing of s106 Agreement
Council will promote with Network Rail, the Department of Transport and any future rail operator the replacement of existing rolling stock as part of the franchise tender to provide an increase of at least 20% in rail passenger capacity on services serving local Stations on match and non-match days	From the signing of s106 Agreement
Council and TfL will work expeditiously to complete analysis of existing and predicted traffic flows and depending on results implement a scheme to optimise traffic signalling and flows in the A10/A1010 corridor from the North Circular to Monument Way taking all transport modes into account	From the signing of s106 Agreement
OBLIGATIONS TRIGGERED BY THE SOUTHERN DEVELOPMENT	
TRANSPORT	
THFC to procure the operation of a Car Club (size, membership criteria and no. of Car Club parking spaces to be agreed with the Council) for 3 years from first occupation of the residential development and provide marketing literature for 3 years to publicise the Car Club. THFC to pay the cost of membership for one year of all first residential occupiers living in the development who elect to join the car club	From occupation of the residential development
HEALTHCARE	
THFC to offer to lease to the successor body to the Central North London Primary Care Trust (or an agreed alternative public sector healthcare provider) at least 1,000sqm. floorspace (GIA) in the Southern Development fitted out to an agreed specification with the PCT or proposed lessee to be suitable for use as a healthcare centre . The lease to be offered should be for a minimum of 25 years (unless otherwise agreed between the parties) on market terms but with the inclusion of a rent-free period for the first 6 months of the lease. It is at the PCT successor's discretion whether to take up the offer of a lease.	Lease to be offered prior to the start of construction of the Southern Develpt. and be kept open for a minimum period of 9 months following the start of construction of the Southern Develpt.

APPENDIX 2

OBLIGATIONS IN THE EXISTING S106 AGREEMENT for the Northumberland Development Project that are proposed to be DELETED

Obligation	In kind	Direct funding	To	Alternative provision?
GENERAL				
THFC to pay an Annual Monitoring Contribution (for Travel Plans, THPT Plan, LAMP & Public Access and Open Space Management Plan)		£300,000	LBH	Council's existing resources
THFC to pay s106 Monitoring Contribution		£70,000	LBH	Council's existing resources
OBLIGATIONS TRIGGERED BY THE NORTHERN DEVELOPMENT				
HERITAGE				
THFC to agree with the Council a specification for a Conservation Area Heritage Study , agree a list of potential consultants to undertake the study, commission/complete the Study and submit to the Council	£40,000			Council's existing resources or external fund bids (when possible)
THFC to make £200,000 available to the Council to offer as 50% heritage improvement grants to third party property owners within the Study area.		£200,000	LBH	
REGENERATION & COMMUNITY				
Community Open Space Projects Fund – open space projects in Northumberland Park Ward		£50,000	THFC Foundn.	Council's existing resources or external fund bids (when possible)
Community Inclusion and Cohesion Contribution – Foundation to agree projects with Council and MP to be delivered over 3 years in the Tottenham Area. Funding to be £200,000 over 3 years (with £100,000 in 1 st . year) (on top of existing Foundation project spend of £258,000pa. which will be maintained)		£200,000	THFC Foundn.	To be developed by Council & partners as part of Tottenham Regeneration Strategy.
EMPLOYMENT, SKILLS & INWARD INVESTMENT				
THFC to fund Families into Work Programme Contribution (training and job brokerage in Northumberland Park Ward) -		£100,000	LBH	To be developed by Council & partners as part of Tottenham Regeneration Strategy.
THFC to fund Job Brokerage Contribution – measures to be targeted to residents in the Tottenham Area and the Upper Edmonton Ward of LB Enfield		£200,000	LBH	To be developed by Council & partners as part of Tottenham Regeneration Strategy.
THFC to fund Social Enterprise Contribution – local training and job brokerage by 2014		£100,000	Foundn./ LBH	To be developed by Council & partners as part of Tottenham Regeneration Strategy.
THFC to fund Inward Investment Contribution – for the Council to promote inward investment for new & improved homes, jobs, business support and social and community infrastructure in or benefitting the Tottenham Area		£60,000	LBH	Council and GLA's existing resources as part of Tottenham Project Team.
THFC to fund Regeneration Contribution for the Council to provide a Tottenham Planning and Regeneration Officer to develop and promote transport, development and regeneration programmes.		£175,000	LBH	Council's existing resources
Tottenham Investment and Delivery Plan – agree a spec. with the Council for work aiming to promote new residential and commercial development together with supporting infrastructure and public realm improvements in the Tottenham Area . THFC to commission work directly or fund the Council to commission. 50% of spend to be on projects within Northumberland Park Ward or within 0.5mile radius of new Stadium.	£400,000			Tottenham Regeneration Strategy being prepared by Council, GLA & partners in 2012.

Obligation	In kind	Direct funding	To	Alternative provision?
TRANSPORT AND ACCESSIBILITY			LBH	
THFC to fund highway works & improvements on Northumberland Park, High Road and Lansdowne Road		£1,861,000		Works to be funded by Council (with resources from the Mayor) as part of North Tottenham regen. prog.
THFC to fund consultation and implementation of a Controlled Parking Zone to deter on-street parking by supermarket shoppers		£415,000		Works to be funded by Council (with resources from the Mayor) as part of North Tottenham regen. prog.
OBLIGATIONS TRIGGERED BY THE STADIUM DEVELOPMENT				
TRANSPORT AND ACCESSIBILITY				
THFC to fund the Council to implement a range of highway, pedestrian route, signage, cycling, bus priority and bus stop improvements along the High Road and other streets		£4,531,000	LBH	To be considered as part of Tottenham Regen. Strategy.
THFC to pay the Northumberland Park Bridge Contribution to improve pedestrian access to Northumberland Park Station		£200,000	LBH	Works to be funded by Council (with resources from the Mayor) as part of North Tottenham regen. programme
THFC to pay for selective door opening at Northumberland Park Station to accommodate longer trains		£25,000	LBH (Network Rail)	Discussions to be held with Network Rail
THFC to fund implementation of a Controlled Parking Zone to deter on-street parking by Stadium spectators		£745,000	LBH	Works to be funded by Council (with resources from the Mayor) as part of North Tottenham regen. programme
THFC to pay to the Council funding towards the cost of residents' parking permits		£70,000	LBH	Scheme to be developed funded by Council (with resources from the Mayor) as part of North Tottenham regen. Programme
THFC to fund pedestrian improvements on the TLRN High Road between Bruce Grove & Seven Sisters		£310,000	TfL	Some route imps to be part of TH Gyatory scheme improvements 2012-14 funded by TfL & Council.
THFC to fund Cycle Superhighway improvements on the TLRN High Road from Monument Way to Bruce Grove		£120,000	TfL	To be considered for inclusion in future TfL/Council funding bids
THFC to contribute in phases to passenger gateline capacity improvements at Tottenham Hale Station		Up to £3,000,000	TfL	Mayor contributing part of cost to TfL to undertake project (drawing in other funds as necessary)
OBLIGATIONS TRIGGERED BY THE SOUTHERN DEVELOPMENT				
TRANSPORT/ENVIRONMENTAL IMPS.				
THFC to fund improvements to Park Lane and Worcester Avenue		£1,587,900		Council to fund improvements to Worcester Ave.
AFFORDABLE HOUSING				
THFC to ensure 50% of the habitable rooms in the residential flats are in affordable housing tenure with at least 25 3 bed flats and 18 4 bed flats.	N/K			All flats to be open market to support scheme viability
EDUCATION				
THFC to pay the Education Contribution to the Council for capacity or other improvements in local schools – Haringey to then pay £107,000 to LB Enfield.		£1,200,000 (minimum)	LBH	Council's existing resources or external fund bids (when possible)
TOTAL	£440,000	£15,519,900		

Range of Measures to improve NDP Scheme viability

1. Revising the s106 agreement to reduce substantially the funding obligations on THFC coupled with the Mayor of London passing £3.5m. to the Council to undertake related highway, parking and pedestrian route improvements – this issue is the subject of this report.
2. Transport for London promoting passenger capacity improvements at Tottenham Hale Station – the Mayor of London has committed to provide £3.5m. to TfL towards this.
3. Increasing development value by building additional commercial floorspace in the Phase 1 Northern Development and additional homes and commercial floorspace in the Phase 3 Southern Development – the planning applications for both proposals are considered in separate reports on this Sub-Committee Agenda.
4. Building all the homes in the Phase 3 Southern Development for open market sale – this issue is considered in the separate report on the planning application on this Agenda.
5. The provision of £10.5m. public sector funding to contribute towards the wider community elements related to the NDP Scheme that will bring specific community benefits for the wider area and help to stimulate wider area regeneration.
6. Measures and funding to stimulate the regeneration of the wider North Tottenham area to provide a stronger start for the 'catalytic' regeneration that it is anticipated the NDP Scheme will support including the construction of a new southern ticket hall at White Hart Lane Station and an improved visual and pedestrian link along Whitehall Street between that new southern entrance and the new THFC Stadium using funds being made available by the Mayor of London. Initial proposals for taking forward this wider regeneration were considered by Cabinet on 7 February 2012 and a verbal update on the decision can be given at the Sub-Committee meeting.
7. Consider a greater number of non-football events in the new Stadium.



Haringey Council

Planning and Regeneration
639 High Road, Tottenham, London N17 8BD
Tel: 020 8489 5508
www.haringey.gov.uk



Haringey Council

Assistant Director Planning and Regeneration Marc Dorfman

Agenda item:

[]

Planning Sub-Committee

On 13th February 2012

Report Title: Planning applications reports for determination

Report of: Lyn Garner Director of Place and Sustainability

Wards(s) affected: All

Report for: Planning Sub-Committee

1. Purpose

Planning applications submitted to the above Sub-Committee for determination by Members.

2. Summary

All applications present on the following agenda consists of sections comprising a consultation summary, an officers report entitled planning considerations and a recommendation to Members regarding the grant or refusal of planning permission.

3. Recommendations

See following reports.

Report Authorised by:

pp Marc Dorfman
Assistant Director Planning, Regeneration & Economy

Contact Officer: Ahmet Altinsoy

Development Management Support Team Leader

Tel: 020 8489 5114

4. Local Government (Access to Information) Act 1985

Planning staff and application case files are located at 6th Floor, River Park House, Wood Green, London, N22 8HQ. Applications can be inspected at those offices 9.00am – 5.00pm, Monday – Friday. Case Officers will not be available without appointment. In addition application case files are available to view print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

The Development Management Support Team can give further advice and can be contacted on 020 8489 1478, 9.00am – 5.00pm, Monday – Friday.



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Planning Sub-Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**13 February 2012**

Reference No: HGY/2011/2350	Ward: Northumberland Park
Date received: 21 December 2011	
<p>Address: Land off Northumberland Park, Tottenham, N17</p> <p>Proposal: Proposed demolition of buildings and development of a foodstore (Use Class A1) together with educational uses (Class D1); stadium-related uses (Class D2); showroom/brand centre (sui generis); and associated facilities including car parking, the construction of new and altered vehicle and pedestrian accesses, private open spaces, landscaping and related works.</p> <p>Existing Use: Employment uses and vacant land</p> <p>Proposed Use: Retail (A1); education (D1); stadium-related uses (D2); 'brand centre'/'showcasing' space (sui generis).</p> <p>Applicant/Owner: Tottenham Hotspur Property Co. Ltd.</p>	

DOCUMENTS

Title
Planning Statement Dec 2011
Design & Access Statement 21 Dec 2011
Statement of Community Involvement 21 Dec 2011
Transport Statement and Draft Travel Plan 20 Dec 2011
Environmental Statement 2010 and addendum Dec 2011
Water Strategy May 2010 and Addendum Dec 2011
Waste Strategy Dec 2011
Energy Strategy Aug 2010 and Addendum Dec 2011
Sustainability Statement May 2010 and Addendum Dec 2011

PLANS

Plan Number	Rev.	Plan Title
11580/001	P1	Planning Application Boundary
11580/002	P1	Planning Application Boundary
11580/005	P1	Proposed Site Plan
11580/100	P1	Ground Floor Plan
11580/101	P1	First Floor GA Plan
11580/102	P1	Second Floor GA Plan
11580/103	P1	Third Floor GA Plan
11580/104	P1	Fourth Floor GA Plan
11580/105	P1	Roof Plan
11580/200	P1	GA Sections EW 1-2

11580/201	P1	GA Sections NS 1-2
11580/300	P1	GA Sections N&S
11580/301	P1	GA Elevations E&W

Case Officer Contact:

Jeffrey Holt

P: 0208 489 5131

E: jeffrey.holt@haringey.gov.uk**PLANNING DESIGNATIONS:**

Defined Employment Area – Employment Location

Conservation Area

Road Network: C

RECOMMENDATION

GRANT PERMISSION subject to conditions and subject to s106 Legal

Agreement..... plus Mayoral Direction and reference to Secretary of State

SUMMARY OF REPORT:

The application is for a large food-store with flexible education/stadium-related/brand-centre showroom space above. The development forms part of the wider NDP scheme for the redevelopment of the Tottenham Hotspur FC and is integral in making the scheme financially viable.

The development is considered to contribute to the regeneration of the Northumberland Park area and is supported by existing and emerging local and regional planning policies which to seek ensure that development is sustainable, supports economic growth, is of a high design quality and has no harmful impact on amenity.

The applicant has engaged with local stakeholders and has proposed a package of measures to mitigate essential impacts of the development. Implementation of these measures would be secured through a section 106 legal agreement applying to the whole NDP site.

In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.

It is considered that the scheme is consistent with planning policy. In design terms the scheme would sit well within the overall stadium redevelopment proposal, provide a strong street frontage to Northumberland Park. Subject to appropriate conditions and s106 contributions it is recommended that the application be granted planning permission.

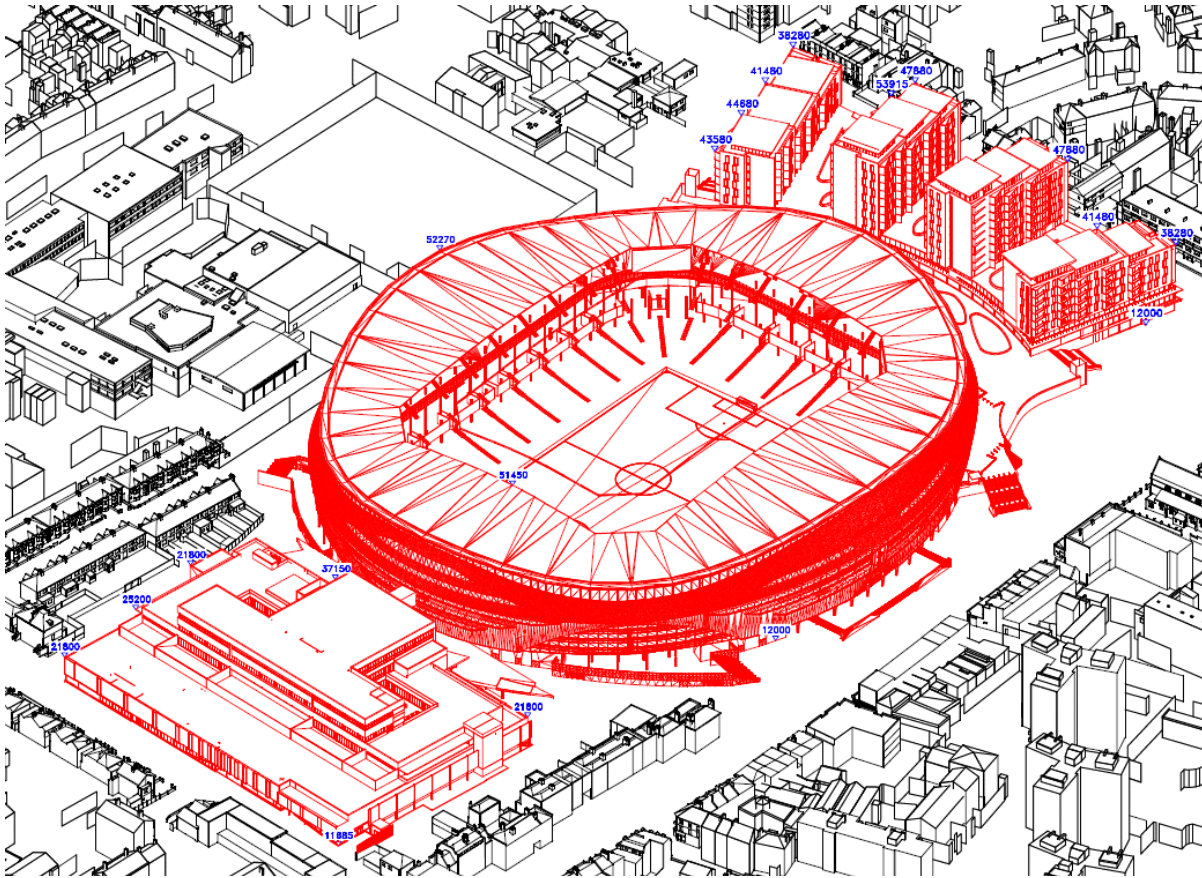
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	Appendix 1: Consultation Responses
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	Appendix 3: Development Management Forum Minutes
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	Appendix 5: Planning History
	Appendix 6: Equalities Impact Screening Assessment
	Appendix 7: GLA Stage 1 Report

1.0 PROPOSED SITE PLAN



2.0 IMAGES

Wireframe rendering showing proposed development in NDP site context.



View from Junction of High Road and Northumberland Park looking east



View looking west from Northumberland Park



View looking north-east from High Road



3.0 SITE AND SURROUNDINGS

- 3.1 The application site consists of 1.66ha of land on the south side of Northumberland Park. The A1010 Tottenham High Road runs north-south to the west and Worcester Avenue runs north-south to the east. The site sits between the existing buildings on these two neighbouring roads. The site is to the north of the existing stadium and was formerly occupied by the 'N17 Studios' industrial estate and Stadium Business Park.
- 3.2 The London Liverpool Street to Stansted Airport / East Anglia railway line runs north-south to the east of the site, with Northumberland Park station approximately 750m east of the site. The London Liverpool Street to Enfield Town / Cheshunt line runs to north-south to the west of the site with White Hart Lane station approximately 200m from the site.
- 3.3 Surrounding development is characterised by a diverse range 2- and 3-storey Victorian and Edwardian buildings plus a number of more recently constructed brick buildings. These are predominantly residential to the north and east of the site. On Tottenham High Road development is of mixed use often with commercial on the ground floor and residential above. To the south is land that has been extensively cleared but was once occupied by an industrial and business estate. To the south-east is Northumberland Park Community School.
- 3.4 The stretch of the High Road west of the site is designated as a Local Shopping Centre in the UDP but it performs many of the functions of a larger town centre for example accommodating a wide variety of main town centre uses, including Council Offices, Tottenham Sports Centre and a Public Library.
- 3.5 Parts of the western edge of the site are covered by the North Tottenham/Tottenham High Road Conservation Area. The terrace of buildings at 790-812 (e) High Road includes four Grade II* listed buildings, five Grade II listed buildings, one locally listed building and two buildings that make a positive contribution to the Conservation Area. Implementation of the scheme will require demolition of no.'s 2, 4 and 6 Northumberland Park, which has Conservation Area Consent under ref: HGY/2010/1001.
- 3.6 The site is located in Northumberland Park Ward, one of the most vibrant and diverse parts of the borough but it suffers from significant levels of deprivation and higher rates of unemployment than in the rest of Haringey or London.

Context within wider Northumberland Development Project (NDP) scheme

- 3.7 Permission was granted in 2011 for a comprehensive regeneration scheme centred on the development of a new stadium for the Tottenham Hotspur Football Club (See Section 4.0 Planning History). This is known as the Northumberland Development Project (NDP). In that instance, the application site was 11.5 ha and

roughly bounded by High Road, Northumberland Park, Worcester Avenue and Park Lane. The consent included the provision of a food store at northern end of the NDP site and the current application relates to this area only.

4.0 PLANNING HISTORY

4.1 Planning permission was granted 20th September 2010 for a suite of 4 applications for the comprehensive redevelopment of the Tottenham Hotspur Football Club (THFC) stadium and surrounding area. The application reference numbers and descriptions are listed below:

- HGY/2010/1000:

Demolition and comprehensive redevelopment of a stadium (Class D2) with hotel (Class C1), retail (Class A1 and/or A2 and/or A3 and/or A4 and/or A5), museum (Class D1) offices (Class B1) and housing (Class C3); together with associated facilities including the construction of new and altered roads, footways, public and private open spaces; landscaping and related works. Details of "appearance" and "scale" are reserved in relation to the proposed residential and hotel buildings.

- HGY/2010/1001:

Conservation Area Consent for demolition of 734-740, 742, 744a, 752a, 752b, 752c, 754-766, 768-772, 776 and 778-788, 806a, 806b High Road, N17, Paxton Hall, Paxton Road, N17, 2-6 Northumberland Park, N17 and any other buildings and structures within the curtilage of these buildings on land bordered by Northumberland Park N17 to the North, High Road N17 to the West, Park Lane N17 to the South and Worcester Avenue N17 to the East within the North Tottenham Conservation Area in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing, together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and related works.

- HGY/2010/1002

Listed Building Consent for internal and external alterations of Warmington House and part demolition to remove later additions.

- HGY/2010/1003

Listed Building Consent for demolition of Fletcher House in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing, together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and related works.

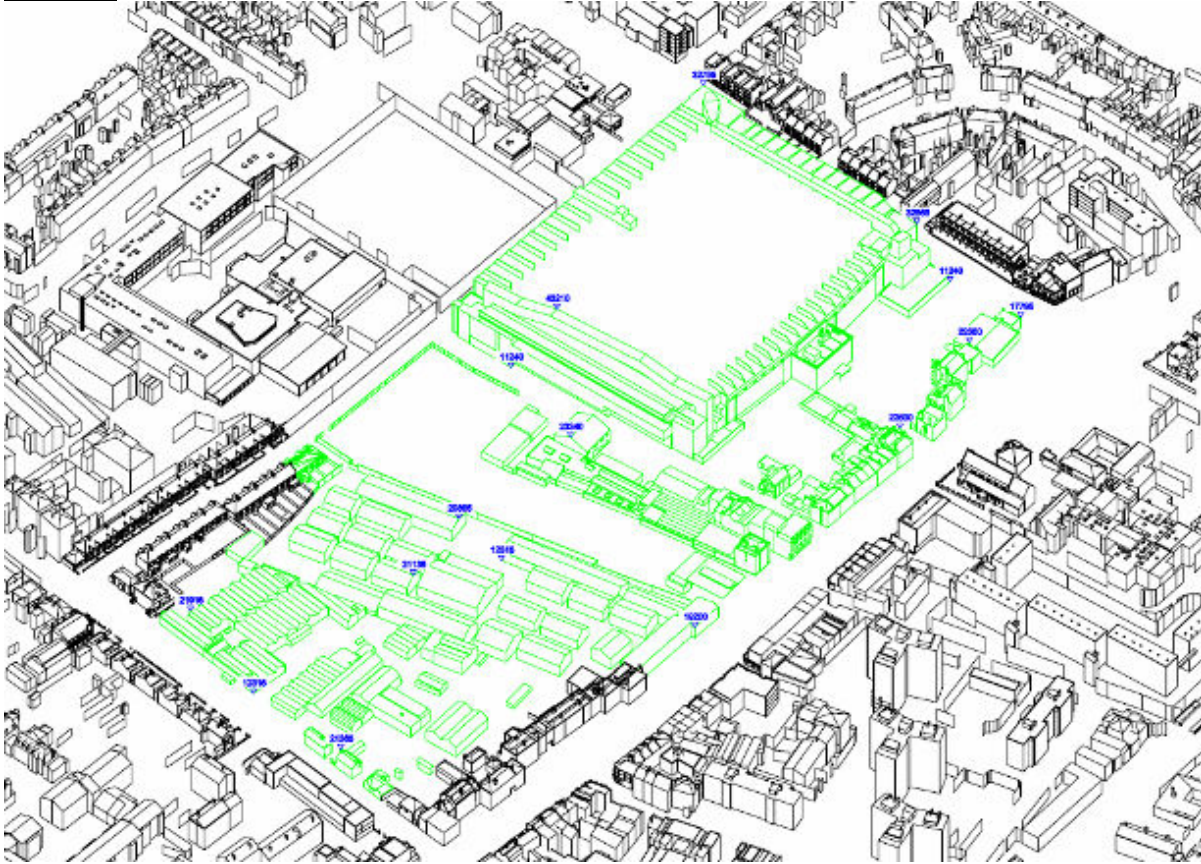
- 4.2 The site's full planning history has been reviewed and there are no issues relevant to the application arising. Please see Appendix 6 for the full history.

5.0 PROPOSAL DESCRIPTION

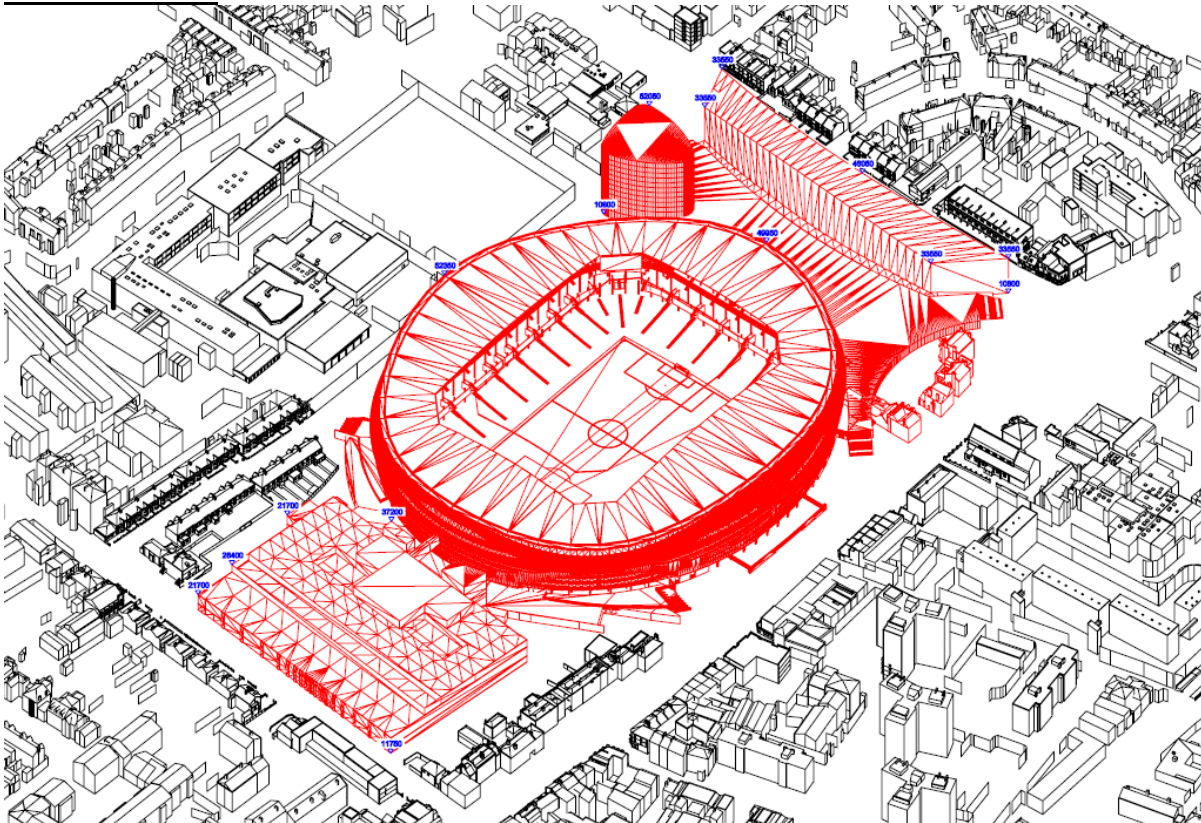
- 5.1 Planning permission was granted on 20 September 2011 (following the-then Planning Committee's resolution to grant permission on 30 September 2010) for a food store on Northumberland Park together with 8,517m² of Stadium-related space above at 2nd & 3rd floor level. That permission formed part of the overall consent issued for the Tottenham Hotspur Northumberland Development Project.
- 5.2 This current application is a **full** application for the 'Northern Development' of the consented NDP Scheme seeking to increase floorspace above the car park and retail superstore (with those ground and 1st floor uses remain essentially unchanged – there are minor modifications only to that approved). That retail floorspace is 23,470m² (with a net sales area of 7,201m²). The ground level car park provides 401 for the food store plus 23 spaces outside the site, behind building on the High Road, for the upper floors uses. Parking provision will include 23 spaces for disabled drivers.
- 5.3 The 2nd floor (5,666m²) remains the same as in the consented building although it is proposed that the roof height of this space is raised by 1.2m. This floor level is set back from the Northumberland Park elevation but aligns with the lower floors on the eastern elevation facing the service yard and Worcester Avenue.
- 5.4 The additional 4,415m² is provided by extending the consented 3rd floor and by adding a new 4th floor above it – both floors forming a 'T-shape'. This produces a total of 6,293m² at 3rd & 4th floor levels. The overall 5 storey building is 25.4m high, which is higher than the consented 20.5m high building. This additional floorspace is set back from the northern, eastern and western sides of the building by a minimum of 20m. The additional height on the southern elevation aligns with the extent of the building at 1st & 2nd floor level below facing what is currently vacant land but which will be the consented new Stadium.
- 5.5 In terms of use, the ground floor is mostly parking and servicing with the food store on the 1st floor and flexible space for Use Class D1 and D2 uses, as well as use as a sui generis 'brand centre' on the upper floors.
- 5.6 Specifically, the D1 use could be education space on the 2nd floor with the potential to use rooftop space above the 1st floor as outside space.
- 5.7 The D2 use is for 'Stadium-related' uses including use by Tottenham Hotspur itself (or related organisations) as office and hospitality space.
- 5.8 The 'brand centre' use is seen as 'showcasing' space for manufacturers to display products, e.g. motor vehicles, to visitors to the Stadium on event days. This would not involve the retail sale of goods – just exhibiting products to potential customers (for purchase elsewhere) utilising the opportunity of the large number of visitors to the Stadium.

Comparison between existing, consented and proposed buildings

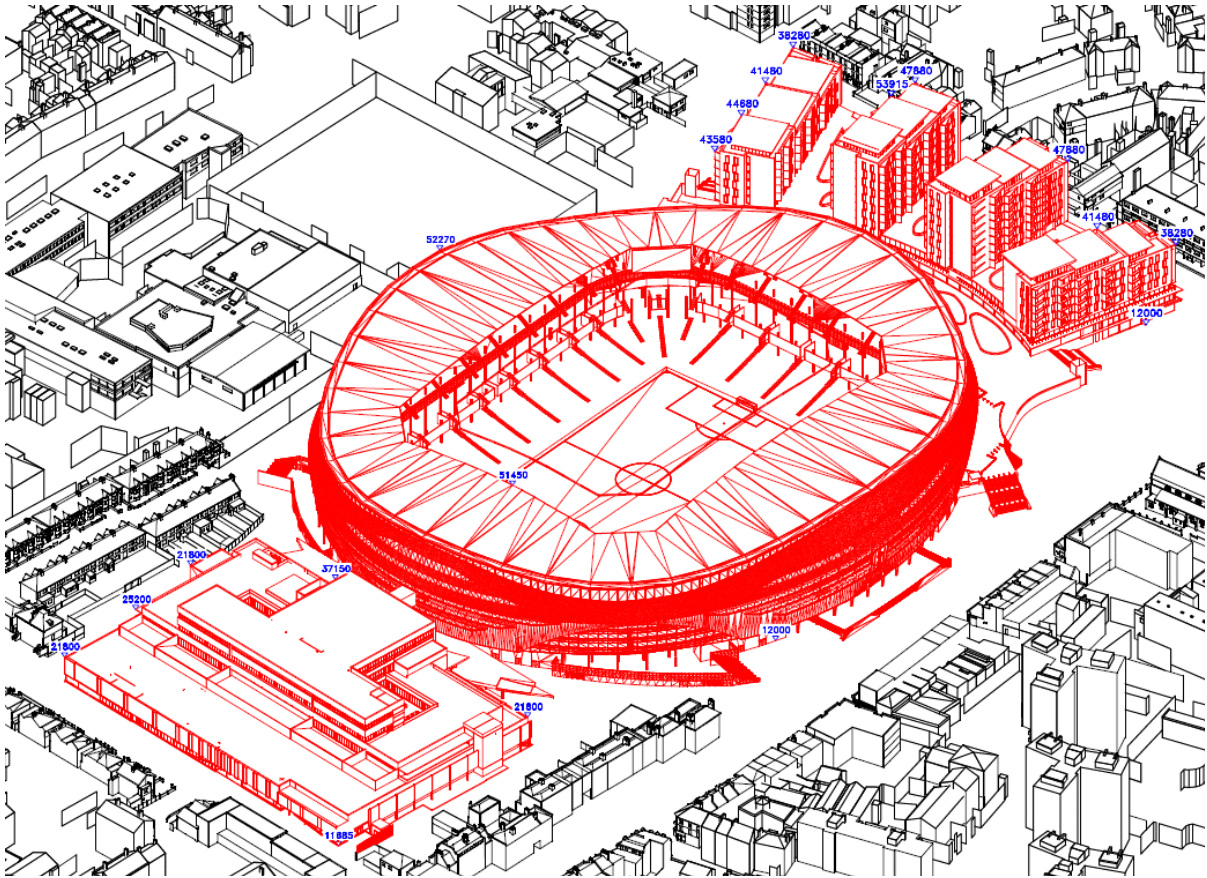
Existing:



Consented 2011:



Proposed 2012:



6.0 RELEVANT PLANNING POLICY

6.1 The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

- National Planning Policy Guidance
- National Planning Policy Statements
- The London Plan 2011
- Haringey Unitary Development Plan (Adopted 2006)
- Haringey Supplementary Planning Guidance and Documents
- Haringey Local Development Framework – Core Strategy and Proposals Map:
Haringey's draft Core Strategy was submitted to the Secretary of State in March 2011 for Examination in Public (EiP). This EiP commenced on 28th June but is not yet concluded. As a matter of law, some weight should be attached to the Core Strategy policies which have been submitted for EiP however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.
- Haringey Draft Development Management Policies:
The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. The DM DPD is at an earlier stage than the Core Strategy and therefore can only be accorded limited weight at this point in time.

6.2 A full list of relevant planning policies is in Appendix 2.

7.0 CONSULTATION

7.1 The Council has undertaken wide consultation. This includes statutory consultees, internal Council services, Ward Councillors, local residents and businesses. A list of consultees is provided below.

7.1.1 Statutory Consultees

- GLA
- LB Barnet
- LB Enfield
- LB Hackney
- LB Islington
- LB Waltham Forest
- Corporation of London
- Ancient Monuments Society
- London Development Agency
- Transport For London Road Network
- English Heritage - London Region
- Natural England
- Environment Agency
- Thames Water Utilities

- British Waterways – London
- Met Police Crime Prevention Officer - Andrew Snape
- London Fire Brigade - Edmonton Fire Station
- CABE (Commission For Architecture & The Built Env.)
- Government Office For London
- Greater London Archaeology Advisory Service
- London Waste Ltd
- Network Rail
- The Highway Agency
- Council For British Archaeology
- Society For The Protection Of Ancient Buildings
- Georgian Group
- The Victorian Society
- Twentieth Century Society
- Sport England - London Region
- North London Chamber Of Commerce
- Lee Valley Regional Park Authority

7.1.2 Internal Consultees

- Building Control
- Transportation
- Waste Management/Cleansing
- Legal
- Food and Hygiene
- Strategic and Community Housing
- Environmental Health – Noise and Pollution
- Arboricultural
- Parks
- Policy
- Education – Children and Young People
- Property Services
- Housing
- Economic Regeneration
- Design and Conservation

7.1.3 External Consultees

- Ward Councillors
- Tottenham Civic Society
- Tottenham CAAC
- Design Panel

7.1.4 Local Residents

- Residents of 6,596 properties were consulted
- A Development Management Forum was held on 18 January 2012 attended by approximately 20 local people and businesses. The minutes are attached at Appendix 3.

7.2 A summary of statutory consultees and residents/stakeholders comments and objections can be found in Appendix 1. Consultation responses were a mixture of those in support and against and raised the following broad issues:

- Increased traffic and parking demand
- Lack of cycling provisions
- Overshadowing
- Light and noise pollution
- Uncertainty over future occupiers
- Air quality
- Sustainability
- Demand on services

7.3 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment in part 8 of this report.

7.4 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting and in view of this the number of letters received is likely to rise further after the officer's report is finalised but before the planning application is determined. These additional comments will be reported verbally to the planning sub-committee.

7.5 The scheme was presented to the Haringey Design Panel 12 January 2012. The minutes of which are in Appendix 4.

7.6 The panel had the following concerns:

- Competition from the supermarket and the impact on local retail and regeneration
- Need for quality materials and landscaping
- Design quality should as good as the stadium

7.7 Officers views on these comments are:

- The supermarket will have a positive impact on local retail
- Materials are subject to condition
- The scheme's design quality matches that of the stadium

Applicant's consultation

7.8 The applicant has undertaken their own extensive community consultation prior to the original NDP application and prior to the submission of this application.

7.9 Consultation on the NDP scheme occurred between October 2008 and July 2010. The NDP scheme included a food store at an early stage and was an element subject to consultation. In brief, consultation on the NDP scheme consisted of:

- Distribution of 50,000 flyers
- Letters to 50 local community groups and residents organisations and all those who lease or own the freehold on a plot affected by the project
- Local newspaper adverts were placed in 4 papers over a period of 2 weeks
- Exhibitions in multiple languages at convenient times
- website
- Comment cards and dedicated telephone hotline and email address
- Meetings and presentations to key local groups, including heritage committees, Worcester Avenue residents, Northumberland Park residents, schools, church leaders and the Tottenham Traders Partnership.

7.10 The above consultation saw general support for the scheme which carried through the Council's statutory consultation and eventual planning approval at Planning Committee.

7.11 In advance of submitting the current application, the applicant has sent a briefing sheet and letter to explain the amendments to the food store building. These were sent on the 19th of December 2011 to:

- All residents of Northumberland Park, living between Tottenham High Road and Grange Road
- All residents of Worcester Avenue
- All occupiers of the premises known as the "Northern Terrace_ - those buildings to be retained on the Stadium side of Tottenham High Road up the junction with
- Northumberland Park
- Tottenham Civic Society
- Tottenham Conservation Area Advisory Committee
- Tottenham Traders Partnership
- Northumberland Park Ward Cllrs - Cllr Amin, Cllr Bevan, Cllr Peacock
- David Lammy MP
- Lynne Featherstone MP
- Joanne McCartney, London Assembly Member

7.12 Full details of the applicant's consultation can be found in their Statement of Community Involvement submitted with the application.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

The main issues in respect of this application are considered to be:

- 8.1 Principle of Development
- 8.2 Employment
- 8.3 Retail
- 8.4 Design, Mass, Bulk and Scale
- 8.5 Conservation

- 8.6 Transport, Access, Parking and Highways
- 8.7 Inclusive Design and Access
- 8.8 Environmental Impact Assessment
- 8.9 Air Quality
- 8.10 Archaeology
- 8.11 Ground Conditions and Contamination
- 8.12 Ecology
- 8.13 Daylight, Sunlight and Overshadowing
- 8.14 Noise and Vibration
- 8.15 Cumulative Effects
- 8.16 Waste and Recycling
- 8.17 Socio-economics
- 8.18 Townscape and Visual Effects
- 8.19 Lighting
- 8.20 Microclimate
- 8.21 Water Resources and Flood Risk
- 8.22 Energy and Sustainability
- 8.23 Design Panel
- 8.24 Development Management Forum 18 Jan 2012
- 8.25 Planning Obligations – Section 106 Legal Agreement and Heads of Terms

8.1 Principle of development

- 8.1.1 The application proposes the development of a food store together with educational uses (Class D1); stadium-related uses (Class D2); showroom/brand centre (sui generis); and associated facilities. The principle of the proposed development on this site is considered acceptable.
- 8.1.2 The application site is within a Defined Employment Area (DEA), specifically of the “Employment Location” type. This type of DEA recognises sources of employment which fall outside the confines of the 'B' class uses that are characteristic of those in the “Industrial Locations” but nevertheless provide a source employment and contribute to the local economy. Therefore within the Employment Location DEAs, there is recognition that a range of employment generating uses may be appropriate, subject to other policies in the UDP.
- 8.1.3 Policy EMP4 of the UDP applies where proposals are put forward for land that has existing industrial or business employment. It states that planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided that:
 - the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and
 - there is well documented evidence of an unsuccessful marketing/advertisement campaign, including price sought over a period of normally 18 months in areas outside the DEAs, or 3 years within a DEA; or

- the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.
- 8.1.4 The majority of the previous employment uses have been relocated elsewhere within Haringey and the NDP site. Development of a major food store will generate approximately 430 jobs directly and create additional jobs indirectly. Given Policies EMP3 and EMP4, it is considered that the proposal will not result in a loss of employment and is appropriate to the site. Employment is discussed in more detail in section 8.2.
- 8.1.5 The site adjoins the UDP allocation for Site Specific Proposal (SSP) 13, which covers the existing stadium. For this site, the UDP seeks expansion of the club plus better facilities and mixed use development, including residential & possibly a hotel. The proposed development is considered to be complementary to this aim by providing an essential retail offer and space for other businesses and/or educational organisations.
- 8.1.6 The site is adjacent to the Tottenham High Road Regeneration Corridor for which UDP Policy AC3 seeks new intensive development at Northumberland Park and redevelopment of the football club. The proposal is considered consistent with these aims.
- 8.1.7 The site is within the Upper Lee Valley Opportunity Area as allocated under the London Plan 2011. These Areas are identified as areas with significant brownfield land for new housing, commercial and other development. The site is also within the London-Stansted-Cambridge-Peterborough growth corridor designated by Central Government and supported by the Mayor. The proposed development makes appropriate use of brownfield land to provide new employment generating activities to the Opportunity Area and more intensive development to the growth corridor.
- 8.1.8 The Mayor has prepared a Draft Upper Lee Valley Opportunity Area Planning Framework (OAPF) which was published for consultation in November 2011. It applies London Plan policy for the Upper Lee Valley Opportunity Area. The site comes under the Northumberland Park growth area which seeks mixed use development. The proposed development is considered to be complementary to this aim.
- 8.1.9 As part of the emerging Local Development Framework, a draft Site Allocations Development Plan Document (DPD) has been prepared. White Hart Lane Stadium has been identified as an area suitable for mixed use development. The proposed development is adjacent to this Site Allocation and is considered to be supportive of that aim.
- 8.1.10 The existing permission for the overall NPD scheme included a food store of much the same size and design as that proposed currently. As permission has been granted, the principle of this has previously been considered acceptable. The principle of the D1 and D2 uses and brand centre are considered to be consistent

with the broad employment and regenerating aims of the policies discussed in this section.

8.2 Employment

8.2.1 As discussed in the previous section, the proposed development will contribute the regeneration aims for the area by providing a source of employment. A more detailed analysis of employment impact is provided in this section.

8.2.2 The proposal will provide approximately 430 jobs directly and with additional jobs created indirectly. Many of these jobs will be entry-level which, according to the applicant's environmental statement, fit the type of employment sought by unemployed people in the local area. In addition, there will be a significant number of managerial jobs offering opportunities for residents of the wider area but also for progression opportunities through training for local residents. The statement also expects that up to 20% of jobs taken by residents of Northumberland Park ward, 50% by residents of the inner impact area and 80% by residents of the wider impact area, covering the boroughs of Haringey and Enfield.

8.2.3 A joint Council and THFC strategy was agreed for the relocation of the businesses that occupied the 'N17 Studios' industrial estate. This strategy was agreed as part of the pre-application discussions for the approved NPD scheme and has successfully relocated existing businesses on the site. For example, of the businesses relocated from N17 studios, approximately 70 % have been re-located within 2 miles of the site.

8.2.4 Construction of the development will also bring employment benefits. A programme of construction training will be agreed with the Council to ensure that local people have access to employment arising from the project.

8.2.5 The proposal is therefore considered to a positive impact on employment outcomes.

8.3 Retail

8.3.1 The proposed development includes retail space outside a designated town centre and on a site that is not explicitly identified for retail development. As such, PPS4 states the proposal must be subject to sequential and retail impact tests. Accordingly, a retail assessment has been undertaken.

8.3.2 The retail assessment of the surrounding area builds on that conducted for the consented NDP scheme with minor revisions to reflect the occupation of the former Somerfield unit in Bruce Grove by ASDA. Little retail new retail development has occurred in the intervening period.

8.3.3 The retail assessment concludes that the proposal will:

- Meet a demonstrable qualitative need for additional retail facilities in North Tottenham;
- Comply with the sequential approach and occupy an accessible location

- Contribute to the positive impact of the wider stadium-led development as a by providing an anchor for the part of Tottenham's Town Centre least well served by modern shopping facilities;
- Not have any significant adverse impacts on the vitality and viability of any town centre as a whole; and
- Have positive economic effects in addition to meeting retail need by providing approximately 430 jobs directly and additional jobs indirectly

8.3.4 The proposed development is therefore considered to have a positive impact on local retail.

8.4 Design, Mass, Bulk and Scale

8.4.1 Policies UD3 'General Principles', UD4 'Quality Design' and SPG1a 'Design Guidance' set out the Councils general design principles for new development in the Borough. The applicants have submitted a detailed Design and Access Statement as part of their application submission. The design statement documents the process of determining the current design up to submission and deals with the way in which the physical and structural constraints have affected the outcome of the design.

8.4.2 Table 1 Key Scheme Differences

	Consented Northern Development (Sept. 2011)	Full Planning Application (Revised Scheme) (2012)
Height	20.5m	25.4m
Floors	4	5
Parking	401 (incl. 23 disabled)	424 (incl. 23 disabled)

Approved design

8.4.3 The approved design for the food store was the result of a development process which received input from the GLA, Haringey and CABA.

8.4.4 The building's footprint is much larger than that surrounding development, however its height and massing responds to the existing urban form. On Northumberland Park, the building is 2-storeys to reflect existing building heights and steps up towards at the rear to meet greater height and bulk of the stadium. On the west side of the site there is a setback from the listed buildings on the High Road. Although the listed buildings are lower than the maximum height of the food store building, the setback at the upper floors and the distance between the flank of the building and the rear of the terrace ensures that there is suitable transition in height. To further soften the visual impact, the west elevation will have a 'green wall' to provide a soft backdrop as well as provide suitable outlook from these listed buildings and from the conservation area.

- 8.4.5 At street level, the extent of inactive frontages is minimised with extensive glazed panels revealing the restaurant, the customer entrance lobby and lift lobby to upper floors. This will create a lively and animated frontage on Northumberland Park.
- 8.4.6 In terms of detailing, the approved design consists of metallic rain-screen panels to the north and south elevations with glazed bays and bands of translucent glass to break down the massing of the building, animate the façade and provide natural light. The east and west facades are clad with metal panel on the upper floors and a screen with flat steel elements for the ground floor car park. As mentioned, the west elevation will be a planted screen to give a softer background to the buildings on the High Road.
- 8.4.7 This above approach to design, mass, bulk and scale was considered acceptable by the Local Planning Authority (LPA) subject to conditions controlling exact materials and detailing.

Amended proposal

- 8.4.8 The current proposal is much the same as that previously approved but includes an additional 'T' shaped floor. The visual impact of this additional bulk to the building is mitigated by the generous setbacks from the north, east and west elevations. From the east and west the additional floor is set back approximately 20m and from the north it is set back 32m. There is no set back from the southern edge of the building as this side is adjacent to the approved stadium. The additional height would remain subordinate to the bulk of the stadium and result in a suitable transition in height. Consequently, it is considered that the due to its design, the additional floor would not significantly alter the bulk and massing of the building as perceived from the surrounding area.
- 8.4.9 External materials for the additional floor will follow the panelling and glazing proposed for the lower floors. This creates a unified theme while also breaking down the visual bulk of the building into smaller patterned elements. This general approach is considered acceptable however exact detailing and materials will be subject to further approval by the LPA.
- 8.4.10 The proposed development is therefore considered to exhibit sufficient design quality and its mass, bulk and scale are all considered to respond adequately to the site context.

8.5 Conservation

- 8.5.1 Parts of the western edge of the site are covered by the North Tottenham/Tottenham High Road Conservation Area. The terrace of buildings at 790-812 (e) High Road includes four Grade II* listed buildings, five Grade II listed buildings, one locally listed building and two buildings that make a positive contribution to the Conservation Area.
- 8.5.2 PPS 5 'Planning for the Historic Environment' was published in 2010 and states that, In considering the impact of a proposal on any heritage asset, LPAs should

take into account the particular nature of the significance of the heritage asset and the value that it holds for this and future generations. PPS5 also states that LPAs should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment.

- 8.5.3 UDP Policies CSV1 and CSV2 require proposals affecting conservation area and statutory listed buildings, preserve or enhance their historic qualities, recognise and respect their character and appearance and protect their special interest. Policy CSV3 states that the Council will maintain a local list of buildings of architectural or historical interest including Designated Sites of Industrial Heritage Interest with a view to giving as much attention as possible to buildings and features worthy of preservation.
- 8.5.4 The application site includes the identified heritage assets no.'s 2, 4 and 6 Northumberland Park, which are Locally Listed. Nearby listed buildings to the west are no.'s 814 - 790 High Road, containing four Grade II* and five Grade II Listed buildings.

Demolition of Locally Listed Buildings

- 8.5.5 Conservation Area Consent was granted for the demolition of these 3 buildings in September 2010 (ref: HGY/2010/1001). Demolition was required for the implementation the northern elements of the permission for the wider NDP development. The need to demolish these buildings remains under the current proposal.
- 8.5.6 Under PPS 5, where a development causes “substantial harm” to heritage assets it must meet the test in Policy HE9.2. Consent should be refused unless it can be demonstrated that:
- (i) the substantial harm to or loss of significance is necessary in order to deliver substantial public benefits that outweigh that harm or loss; or
 - (ii)
 - (a) the nature of the heritage asset prevents all reasonable uses of the site; and
 - (b) no viable use of the heritage asset itself can be found in the medium term that will enable its conservation; and
 - (c) conservation through grant-funding or some form of charitable or public ownership is not possible; and
 - (d) the harm to or loss of the heritage asset is outweighed by the benefits of bringing the site back into use

- 8.5.7 Similar to PPS5, Policy CSV 7 of Haringey’s UDP and supports the case for demolition in a conservation area in exceptional circumstances. Policy CSV7 states: “In some exceptional circumstances, if substantial community benefit would result from total or substantial demolition of buildings in Conservation Areas the Council may consider this argument to be acceptable. Each case will be judged on

its merits and weighed against arguments in favour of the buildings preservation”.

- 8.5.8 In the assessment of the above Conservation Area Consent, it was considered that the need to demolish the above buildings emerged following careful consideration of the layout of the NDP development. The current proposal is derived from an optimum layout for the stadium and surrounding development which protects the statutory listed buildings on Tottenham High Road and allows the stadium to function properly and safely. The “substantial harm” caused by the loss of the Locally Listed Buildings was considered to be outweighed by the wider benefits secured by the NDP scheme and protection afforded to the more significant heritage assets. Both the Council and English Heritage were supportive of this approach. Therefore, the demolition of these buildings is considered to meet criteria (i) of Policy He 9.2 and the requirements of Policy CSV7.

Impact of amended design

- 8.5.9 As discussed in section 8.4 “Design, Mass, Bulk and Scale”, the building’s design heavily based on that previously approved. Under the previous application, the impact on the conservation area was not considered harmful due to the height of the building relative to the generous set back from the High Road and the inclusion of a ‘green wall’. Therefore, only the impact of the additional floor is subject to consideration here.
- 8.5.10 As part of their Environmental Statement, the applicant has submitted a series of photomontages which visualise how the scheme will appear from certain vantage points. The montages show that at particular points, the new floor would be visible from the High Road however due to the 32m setback of the addition, the building would not be a dominant feature and there will be no significant adverse impact on the High Road Conservation Area. When it can be seen above adjacent development, the building’s flat roof profile and cool colour scheme will form a strong contrast to the Georgian architecture of the adjacent listed buildings. In this way it will be understood as architecturally separate from the High Road and not as part of the Conservation Area.
- 8.5.11 It is therefore considered that the proposed development causes no significant harm to the historic character of the conservation area or adjacent listed buildings but will instead form a positive element of the new contemporary setting created by the NDP scheme.

8.6 Transport, Access, Parking and Highways

- 8.6.1 National Planning Policy seeks to reduce the dependence on the private car in urban areas such as Haringey. The advice in both PPS3 Housing and PPG13 Transport made clear recommendations to this effect. This advice is also reflected in the London Plan. The transport impact of the proposed development has been assessed by the Council’s Transport and Highways Group. Policies M2 Public Transport and M3 locating New Development and accessibility of the Unitary Development Plan require that the proposals put forward take into account the needs of public transport users. Policy M5 seeks to protect and improve pedestrian and cycle routes.

Parking and Trip Generation

- 8.6.2 The level of car parking provided at 424 spaces, has been assessed as part of the previous application and was found to be sufficient to cope with the parking expected to be generated by the food store proposal provided no car parking spaces are allocated to staff, with the exception on staff that have a disability and require disabled car parking spaces, and that an all week controlled parking zone is in operation to restrict any overflow of parking from the food store car park.
- 8.6.3 It is considered that the education element will require limited parking for staff and visitors and an area to pick up and drop off. The applicant has proposed providing a drop off and pick up area as part of the northern development as well as 23 car parking spaces to the rear of the listed buildings on High Road to support the activities of the college as shown in KSS plan 11580-SK55. This parking are was originally approved as part of the wider NDP scheme but has been transferred to the current scheme for the benefit of the education facility.

Highway Impact

- 8.6.4 Access to both the food store parking area and service yard is via Northumberland Park. The applicant has proposed extensive improvement to the junction of High Road and Northumberland Road including widening of the carriageway to provide one additional northbound and southbound lane on the High Road in order to help accommodate the additional traffic flow. These are unchanged from the access and highway proposals in the consented scheme.

Cyclists and Pedestrians

- 8.6.5 At the junction of the High Rd and Northumberland Park a wide pavement on the High Road is proposed to be narrowed (to a standard width) to provide road space for turning into Northumberland Park . In front of the proposed food store the footway will be at a 4m standard width. Overall this is acceptable.
- 8.6.6 Cycle parking facilities will be provided within the development and the additional road space created by the increase in traffic lanes on the High Road would provide more space for cyclists and road users overall.
- 8.6.7 In the context of the wider consented NDP scheme, the development will be integrated into a network of footpaths and cycleways that will link the site's internal destinations and spaces with the existing network of routes.

Impact on Public Transportation

- 8.6.8 The Council's Transportation Team have reviewed the information submitted by the applicant's consultant in the transport assessment and concur that the majority of the additional trips generated will be by public transport, buses in particular. It is therefore considered that the resultant net increase in the trips by public transport in particular buses can be adequately accommodated by existing bus and rail

infrastructure.

Transport for London (TfL)

- 8.6.9 TfL have reviewed the applicant's transport assessment and consider that, compared with that of the consented scheme, the increase in foot, public transport and vehicular traffic is negligible. The assessment concludes that, taken in isolation or cumulatively with the entire NDP scheme, the increase in vehicle trip generation would have an insignificant impact on the road network, including the TfL Road Network (TLRN) and Strategic Road Network (SRN). This is based on the assumption that car use will be constrained by the introduction of weekday controlled parking zones (CPZs).

Conclusion

- 8.6.10 It is therefore considered that subject to appropriate conditions, the amended food store development will cause no harm to public and private transport networks. Conditions or the s106 agreement will secure, among others, provision of electric charging points, cycle parking, submission of construction logistics plans (CLP), service and delivery plans (DSP), and travel plans for the proposed uses.

8.7 Inclusive Design and Access

- 8.7.1 UDP Policy UD3 "General Principles" and SPG 4 "Access for All – Mobility Standards" seek to ensure that there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties. In addition, the London Plan requires all new development to meet the highest standards of accessibility and inclusion; to exceed the minimum requirements of the Building Regulations and to ensure from the outset that the design process takes all potential users of the proposed places and spaces into consideration, including disabled and deaf people, older people, children and young people.
- 8.7.2 The submitted Design and Access statement indicates that disabled users would not be segregated and that provision would be made to ensure that they are able to access the new fourth floor without impediment. In particular, lift provision would be available as an alternative to the wheelchair accessible route from the reception on level one.

8.8 Environmental Impact Assessment

- 8.8.1 The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 require (in accordance with EU Directives) that certain development be assessed by the local authority as to whether it is likely to have significant environmental effects. If it is determined that there are likely to be significant environmental effects, the development must undertake an environmental impact assessment ("EIA").
- 8.8.2 The proposed development, by reason of its size, means that it is above the statutory threshold of 0.5 hectares for "urban development" as set out in Schedule

2, Category 10 (b) of the Environmental Impact Assessment (EIA) Regulations and is therefore, likely to have significant environmental effects due to its scale, nature and location. The EIA procedure requires that the applicant submit a detailed Environmental Statement (ES) with its planning application which describes all likely significant effects and sets out proposed mitigation measures.

8.8.3 The Environmental Statement covers the following issues:

- Air Quality
- Archaeology
- Cultural Heritage
- Ecology
- Surface Water Drainage and Flood Risk
- Ground Conditions and Hydrogeology
- Landscape and visual amenity
- Noise and Vibration
- Society and Economics
- Transportation
- Microclimate
- Daylight, sunlight and overshadowing
- Electronic Interference
- Cumulative Effects

8.8.4 These issues are dealt with in separate sections of this report.

8.9 Air Quality

8.9.1 Planning Policy Statement 23 “Planning and Pollution Control” along with The London Plan (2011), The Mayor’s Air Quality Strategy: Cleaning London’s Air (2002) and Local Unitary Development Plan (2006) policy ENV 7 “Air Water and Light Pollution”, set the planning policy context for air quality.

8.9.2 The Environmental Statement (ES) assesses the construction and operational impacts of the proposed development on local air quality through the identification of direct and indirect emission sources. The impact on air quality is not considered to be significantly different to that of the previously consented scheme.

Operation

8.9.3 Air quality impacts arising from the completed and operational development could arise from vehicle emissions or operational plant and ventilation systems. The applicant has submitted an Environmental Statement dated May 2010 in support of the previously consented scheme. An addendum has been submitted to reflect the amendments to the scheme.

8.9.4 The potential effects of vehicular traffic on air quality generated as a result of the development have been minimised as part of the design through limiting car parking (a total of 424 car parking spaces). In addition, a site-wide Travel Plan would be required by condition and implemented in order to promote all non-car

modes of travel. The car park will be ventilated to disperse vehicle fumes and no mitigation measures were considered necessary. It is considered that the proposed development would have no significant adverse impact on local air quality as a result of vehicle emissions.

- 8.9.5 With respect to atmospheric emissions from heating plant, the proposed development would incorporate modern plant and building services facilities with low emissions, in line with tightened legislation and industry standards.
- 8.9.6 The wider NDP scheme included an energy centre with biomass boiler within the stadium. This is outside the current application site however the impacts on air quality have been considered acceptable previously.

Construction

- 8.9.7 The demolition and construction activities have the potential to affect local air quality by the generation of dust, emissions from construction plant and emissions from vehicles.
- 8.9.8 The GLA Best Practice Guidance recommendations include such measures as the use of site hoardings, construction vehicle wheel washing, dust suppressions measures, and coving of stockpiles to avoid dust blow.
- 8.9.9 A range of construction mitigation measures would be set out in a comprehensive Construction Environmental Management Plan (CEMP) (including appropriate mitigation measures to minimise dust and emissions based on the Mayor's Best Practice Guidance and the those measures listed in para.'s 4.6.4 to 4.6.7 of the Environmental Statement May 2010. The CEMP will be secured via a condition of consent and the development implemented in accordance with the approved details. Additionally the site contractors will be required to be registered with the Considerate Constructors Scheme.

8.10 Archaeology

- 8.10.1 PPS5 "Planning for the Historic Environment" (2010), London Plan (2011) Policy 7.8 Heritage Assets and Archaeology and Unitary Development Plan policy CSV1 and CSV8, set the policy context for archaeology and build heritage.
- 8.10.2 The impact on archaeology is not considered to be different to that of the previously consented scheme.
- 8.10.3 According to the Environmental Statement May 2010, baseline data collection shows that there is a moderate potential for Medieval plough soil to underlie the application site. There is also a possibility that remains of Post Medieval foundations/garden plots could occupy the western edge of the site at a similar depth, with a possibility for the foundation remains of Black House along the mid-western edge (now occupied by listed buildings).

- 8.10.4 Piles and ground works associated with the construction of the food store are likely to have a major adverse effect on any archaeological deposits in the buildings footprint.
- 8.10.5 An archaeological evaluation will be required to confirm the presence/absence and nature of archaeological deposits underlying the project site. This is likely to take the form of trial trenches investigating a sample of the whole site. The phasing of this can be organised by demolition of areas in accordance with the construction plans. A full methodology for undertaking these works will need to be agreed with the English Heritage Advisor prior to the commencement of any works. Results from the evaluation may then provide baseline data for the creation of a full mitigation strategy, which can then agreed with the English Heritage Advisor prior to commencement of works. It is not possible to reach a full mitigation strategy at this stage and research and assessments of potential risks to the archaeology remain informed estimates until such a time that fieldwork is carried out.
- 8.10.6 A condition will be imposed requiring the undertaking of these archaeological investigations.

8.11 Ground Conditions and Contamination

- 8.11.1 PPS 23 "Planning and Pollution Control" advises that the planning system plays a key role in determining the location of development which may give rise to pollution either directly or indirectly and in ensuring that other uses are not, as far as possible, affected by existing potential sources of pollution. Any consideration of the quality of land, air or water and potential impacts on health is capable of being a material planning consideration in so far as it arises or may arise from or may affect any land use. The Environmental Statement assesses the likely environmental impacts of the development on ground conditions. The impact ground conditions and contamination is not considered to be different to that of the previously consented scheme.
- 8.11.2 The application site been subject to a desktop and ground investigation and it was found that there occasional concentrations of heavy metals (Cu, Pb, Zn) and B(a)P elevated above screening criteria. No asbestos was recorded. Ground Gas showed elevated CO₂ and very slightly elevated methane.
- 8.11.3 Demolition and construction works would be subject to a range of mandatory legislative health and safety controls. Such controls would form part of the Construction Environmental Management Plan (CEMP) for the site, and would also include measures to ensure that contamination risks to underlying soils, groundwater and nearby rivers would be kept to an acceptable level.
- 8.11.4 Haringey Environmental Health Officers have undertaken an assessment of the ES information relating to contaminated land and propose a number of conditions of consent to ensure the development can be implemented and occupied with adequate regard for the environmental and public safety.

8.12 Ecology

- 8.12.1 Planning Policy Statement 9 “Biodiversity and Geological Conservation” along with the London Plan (2011) and Haringey Unitary Development Plan (2006) policy OS 11 “Biodiversity” set the policy context for the assessment of the development upon ecological and nature conservation resources on, and in proximity to the site.
- 8.12.2 Impact on ecology is not considered to be significantly different to that of the previously consented scheme.
- 8.12.3 There are no statutory or non-statutory designations for nature conservation interest located within the site. The application site is located adjacent to a designated Green Corridor (as identified on the Haringey Unitary Development Plan (2006) – Proposals Map). The site is highly urbanised with no semi-natural habitat, green space, watercourses or waterbodies. There is little vegetation on site.
- 8.12.4 The biological records search, Phase 1 survey, and the subsequent bat activity surveys at the site do not suggest that any animal populations or species of significant ecological value occur at the development site or on adjacent land.
- 8.12.5 The proposal includes a green wall and areas of green roof which will help to partly impact the effects of increasing urbanisation. These will be secured by condition. The proposed development is not considered to cause any impact on ecologically valuable features.

8.13 Daylight, Sunlight and Overshadowing

- 8.13.1 Planning Policy Statement 1 “Delivering Sustainable Development”, The London Plan (2011) and Haringey Unitary Development Plan policy UD3 “General Principles” set the policy context for the assessment of daylight, sunlight and overshadowing. In addition, supplementary planning guidance 1a “Design Guidance” and SPD Housing also provide relevant advice.
- 8.13.2 The proposal will have an overshadowing effect similar to that of the previously consented scheme.
- 8.13.3 The applicant’s have submitted an assessment which predicts the extent of overshadowing caused by the development. The assessment shows that there will be a change to existing shading pattern however the length and severity of shadows cast by the development is not materially worse than the existing condition or that caused by the previously approved food store. Where shadows are lengthened, the effect is transient and broadly limited to the adjacent roadways. During mid-winter these lengthened shadows do extend beyond the road however at these times of the year the severity of shading effects and the expectation for unobstructed sunlight are at their lowest. At the March/September equinoxes and mid-summer, there would be no significant effects on surrounding residents.

- 8.13.4 The proposed development is therefore considered to cause no or little material impact on the use of neighbouring properties and, as such, is compliant with BRE guidelines.

8.14 Noise and Vibration

- 8.14.1 PPG24 "Planning and Noise" sets out the considerations to be taken into account in determining planning applications for activities which generate noise and recommends appropriate noise exposure levels. Haringey Unitary Development Plan policy ENV6 "Noise Pollution" states that "potentially noisy developments should only be located in areas where ambient noise levels are already high and where measures are proposed to mitigate its impact".

- 8.14.2 The environmental assessment included an assessment of noise impact. The assessment included the impacts from both construction and operation. These are not considered to be different to that of the previously consented scheme.

Construction

- 8.14.3 The assessment has found that the noise and vibration impacts during the construction works may be significant when taking place in close proximity to existing noise sensitive properties (nearby residents and business). Consequently, a range of mitigation measures will be incorporated in the Construction Environmental Management Plan (CEMP). These measures include, but are not limited to:

- Procedures for ensuring compliance with statutory or other identified noise control limits;
- Establishment of noise Action Levels (to be agreed with Haringey Council) above which consideration will be given to the use of alternative techniques and/or other means of reducing noise to ensure that the Action Level (or below) is achieved. All practicable measures would be considered and implemented where appropriate together with additional consultation with the occupiers of potentially affected receptors;
- Establishment of vibration Action Levels on the basis of guidance contained in BS 5228-2: 2009;
- Procedures for ensuring that all works are carried out according to the principle of "Best Practicable Means" as defined in the Control of Pollution Act 1974;
- A noise and vibration monitoring / auditing programme; and

- 8.14.4 "Best Practicable Means" as defined in the Control of Pollution Act 1974 sets out measures to reduce noise including, but not limited to, local hoarding, screens or barriers to shield particularly noisy activities, items of plant operating

intermittently to be shut down in the periods between use, pneumatic tools will be fitted with silencers or mufflers, use of hydraulic breakers/crushers instead of pneumatic tools where possible.

- 8.14.5 The mitigation measures set out under Best Practicable Means are relevant to construction vibration. Due to the lack of a detailed construction programme at this stage of the development process, it is not possible to determine the most suitable mitigation measures for vibration. However, where vibration will be experienced by sensitive properties other measures will need to be in place, such as leaflet drops informing occupiers of the duration of the works and explaining that building damage is highly unlikely to occur. Vibration control measures will be incorporated within the CEMP for the project.

Operational Noise

- 8.14.6 Operational noise would be generated by car parking, servicing and deliveries and building plant and machinery.
- 8.14.7 According to the environmental assessment May 2010. The increase in vehicle numbers predicted by the Transport Assessment is too low to have more than a minor impact, the changes in road traffic noise level on the length of Northumberland Park between High Road and Bennett's Close being a predicted 1.1 dB(A) increase based on the predicted average annual daily traffic flow in 2016. This assumes the proposed development has been implemented and includes unrelated traffic growth due to other committed developments that would occur in any event. Similarly, the increase in façade noise levels at the properties immediately adjacent to the site's egress are less than 1 dB(A) and therefore of negligible significance.
- 8.14.8 The above assessment was based on the previous scheme however the noise traffic noise implications for the current amended scheme are considered to be no different as no significant increase in vehicle traffic is expected.
- 8.14.9 The service yard to the development is towards the east and the noise impact of lorries was assessed for nearby properties such as those on Worcester Avenue. An approximately 3.5m high acoustic wall will be erected on the eastern boundary to deflect much of the noise of the service yard. This will be a significant improvement over the existing boundary treatments.
- 8.14.10 The environmental statement proposes other key mitigating measures which include, among others, restricting deliveries between 2300 and 0500 to no more than three using articulated lorries and two by smaller fixed wheel base lorries; prohibiting refrigerated vehicles within the yard from using diesel power for the refrigeration equipment between 21:00 and 07:00 (the refrigeration motor to be turned off prior to the vehicle entering the service yard); and sound absorbent walls in the service yard.
- 8.14.11 In respect of noise from the car park, during the daytime in the gardens and ground floor rear rooms of nearby properties, the noise levels from car parking will be well within the WHO Guidelines and subjectively little different in character than

the noise from the open air parking activity currently taking place in the same general area.

8.14.12 At night, although relatively little car parking activity is assumed, because of the shorter assessment period and the relatively less screening at first floor level of neighbouring properties, the internal maximum noise levels from car doors slamming are predicted to be just above WHO Guidelines when windows are open for ventilation. However this would only be the case if customers parked in the small external car parking area in the south-west of the site. It is much more likely that customers of the food store will park near to the entrance/exit. Therefore, there is likely to be little impact at night.

8.14.13 Details of mechanical plant have not been submitted Without mitigation, potentially, plant noise could represent a direct, permanent, continuous, negligible to major impact. Full plant details would be subject to a further application and the Local Authority will exercise its control over noise at that stage.

8.15 Cumulative Effects

8.15.1 The Environmental Statement assesses the cumulative effects of the proposed development in terms of the combined effect with other consented or reasonably foreseeable schemes. Cumulative effects are not considered to be significantly different to those of the previously consented scheme.

8.15.2 The following schemes are identified for the cumulative assessment:

- Tottenham Town Hall (Application Ref HGY/2008/2033
Hale Village (Application Ref HGY/2006/1177);
- New ASDA development on Edmonton Green;
- Hale Wharf;
- Central Leaside;
- Park Lane Tavern (Application Ref HGY/2008/2220); and
- Lawrence Road.

8.15.3 The assessment was based on the wider NDP scheme inclusive of the stadium and southern residential development. The assessment concluded that there would be no or only a minor cumulative impact on air quality, archaeology, cultural heritage, ecology, flood risk, ground conditions, landscape amenity, noise, microclimate, daylight/sunlight and electronic interference. This is mainly due to the spatial separation of these other developments or the implementation of local mitigation measures.

8.15.4 Exceptions included a beneficial impact on society and economics, and impact on transport. A suite of mitigation measures are proposed for the NDP scheme in order to accommodate this impact. These were considered acceptable under that consent.

- 8.15.5 As the current application was only a part of the consented NDP scheme the current proposal is also considered to have no harmful cumulative impact.

8.16 Waste and Recycling

- 8.16.1 National Planning Policy Statement 10 “Sustainable Waste Management”, The London Plan (2011) and Haringey Unitary Development Plan policy UD7 “Waste Storage” and ENV13 “Sustainable Waste Management” set the policy context for the assessment of waste management.
- 8.16.2 Waste and recycling impacts are not considered to be significantly different to those of the previously consented scheme.

Demolition and Construction Waste

- 8.16.3 Demolition and construction will follow a Code of Construction Practice, implement Site Waste Management Plans and be registered under the considerate Constructors Scheme. These requirements will be imposed by condition.

Operational Waste

- 8.16.4 The proposed development does not have any residential element. The food store, education, stadium-related space and brand-centre would all fall within the commercial waste category and each would be responsible for its own waste and recycling collection. Arrangements would therefore need to be made with private waste companies or with the Local Authority (at a cost). Some business manage their own waste. This is becoming common with food stores, as most now see substantial cost savings in self-sufficient waste management.
- 8.16.5 The submitted waste strategy estimates that the food store will produce 185 tonnes of waste per year. Most of this will be paper/cardboard, plastic shrink wrap and food waste. As the bulk of waste produced in food stores is recyclable and of some value, many now carefully manage their waste streams to reduce waste disposal costs. Back loading of food store recyclables to a central distribution hub is a common practice in all supermarket chains. As full trucks arrive to deliver goods, empty vehicles are back loaded with cages that have been filled with cardboard and plastic shrink wrap. Adopting such a system will reduce waste that needs to be managed on site by around 60 percent. This would consist mainly of food and residual items. A commercial operator would be contracted to manage this residual waste.
- 8.16.6 The waste collection requirements for the other proposed uses would vary depending on the individual needs of the businesses/organisations that will occupy the rest of the building. In any case, collection would occur via the service yard off Northumberland Park.
- 8.16.7 A planning condition requiring full details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials will be imposed.

8.17 Socio-economics

- 8.17.1 The socio-economic impacts of the proposed development, both in terms of the construction and operation have been assessed in the environmental statement. The assessment concludes that development will have an overall positive impact on economics, employment and incomes.
- 8.17.2 The positive impact on employment has been discussed in section 8.2 Employment. The provision of a major food store, education facility and stadium-related uses will bring additional visitors to the area. This creates significant potential for linked trips which can contribute to the vitality and viability of the local retail offer. According to the environmental statement, a recent household survey found that half of main shopping trips and the majority of top-up shopping trips are carried out on foot or by public transport. This suggests that there would be a significant potential for linked shopping trips involving a visit to the food store and to other shops and services nearby. It is estimated that the total annual 'spin-off' benefit to retailers and traders in the area would be in the region of £5m.
- 8.17.3 Although few details of the education facility have been confirmed, it is reasonable to assume that its provision will have a positive impact on education opportunities for the area.
- 8.17.4 The proposal is considered that have a beneficial impact on local socio-economics conditions.

8.18 Townscape and Visual Effects

- 8.18.1 Planning Policy Statement 1 "Delivering Sustainable Development", PPS5 "Planning and the Historic Environment" along with The London Plan (2011) and Haringey Local Development Plan (2006) policies on conservation areas and urban design, set the policy context for townscape and visual effects. In addition, supplementary planning guidance 1a "Design Guidance" and 2, "Conservation and Archaeology" also provide relevant advice.
- 8.18.2 The impact on built heritage has been discussed in section 8.5 "Conservation". This section discusses the impact on the local area's townscape and views. A comprehensive assessment of this impact is provided in the environmental statement. The assessment has been taken from a number of viewpoints with consideration given to the impact of the completed building as well as its construction.

Construction

- 8.18.3 The effect of the construction phase is considered to always be adverse within the local and wider setting because it would incorporate a number of visually disruptive elements such as hoardings, plant and machinery, lighting of the works and built features that are fragmented and incomplete. This would create a visually detractive and intrusive appearance. However the impact would only be temporary.

Operational

- 8.18.4 To the north, residential properties on the north side of Northumberland Park would directly face the proposed development. The aspect of these views would be completely changed by the introduction of a development which contrasts the residential character of Northumberland Park. However, the stepped nature of the design of the building would create a built scale equivalent to the adjacent two storey buildings. It would replace what was once a rather disjointed arrangement of built forms including some of the locally listed residential villas and industrial buildings which previously stood on the site.
- 8.18.5 As discussed in section 8.4 Design, Mass, Bulk and Scale the new building would be visually prominent in terms of its massing, however the treatment of the elevation, with subtly varied blue/grey aluminium rainscreen panels, interspersed with tall narrow panels of frosted glazing, and areas of glazing at the restaurant and entrance, and metallic screens at ground level, would serve to break up the façade and provide a visually varied frontage. Further north views of the development would be constrained by the alignment of streets and the enclosing built form.
- 8.18.6 The presence of the retained trees in adjacent properties would soften the eastern end of the proposed development looking along Northumberland Park. On the western elevation a partial green screen with shrub, groundcover planting, and new tree planting, would be incorporated between the rear of the properties along High Road and the western elevation of the store. This would help to break up its massing and provide a softer boundary treatment, mainly as experienced from the rear of 800-804 High Road, thus partially offsetting the adverse effects that would result from the introduction of the large mass of the western elevation.
- 8.18.7 Until the stadium is built the building would be highly visible from the south-west along the High Road. Due to ongoing demolition and site preparation work, this view is dominated by long stretches of hoardings. Views of the building would therefore have no impact on the existing poor quality of townscape at this vantage point. When the stadium is built it will dominate views over and above those of the proposed development.
- 8.18.8 The proposed development is therefore considered to cause significant harm to the townscape apart from the temporary adverse effect of demolition and construction.

8.19 Lighting

- 8.19.1 PPS23 "Planning and Pollution Control recognises the need to limit and, where possible, reduce the adverse impact of light pollution. This is applied locally through UDP Policy ENV7 "Air, Water and Light Pollution".
- 8.19.2 The impact on local lighting conditions is not considered to be significantly different to that of the previously consented scheme.

- 8.19.3 Glass on the front of the food store will be opaque to minimise light spillage onto Northumberland Park and the residential properties opposite. The environmental assessment concludes that the any increase in light received by properties opposite the food store would be minor.
- 8.19.4 The proposed development is design to generally maintain or improve the quality of light levels within the public realm without notable increase in the level of light pollution.

8.20 Microclimate

- 8.20.1 The applicant's environmental statement of May 2010 addresses the potential effects the project may have on the microclimate in the area surrounding the site. The previously consented scheme was subject to extensive testing, including wind tunnel tests, and it was found that the pedestrian level wind microclimate around the proposed development during both the construction phase tested and when the project is completed is likely to be generally similar to that around the existing site. The proposed development is likely to have a negligible impact on the pedestrian level wind environment around the existing surrounding area. Only one location to the stadium required some form of wind mitigation.
- 8.20.2 The changes proposed under the current application will increase the height of the building however the 'T' shape of the additional floor will mean that the additional downwash onto the podium will be limited. This part of the podium is only intended circulation and is therefore not as sensitive to wind as area where leisure uses are proposed. As with the consented, it is considered that there is no harmful impact on local microclimate

8.21 Water Resources and Flood Risk

- 8.21.1 PPS25 "Development and Flood Risk" seeks to ensure that flood risk is taken into account at all stages of the planning process to avoid inappropriate development in areas at risk of flooding. Where new development is necessary in such areas the policy aims to make it safe without increasing flood risk elsewhere and where possible reducing flood risk overall.
- 8.21.2 The impact on water resources and flood risk is not considered to be significantly different to that of the previously consented scheme.
- 8.21.3 The Environmental Statement makes an assessment of the proposed scheme on the water environment during both construction and operation, including water quality, water usage and flooding.
- 8.21.4 Environment Agency flood maps indicate that the majority of the site is located in Flood Zone 1 having a low probability or less than 1 in 1000 annual probability of river flooding in any year (<0.1%). The western edge of the scheme that abuts High Road is located in Flood Zone 2 having a medium probability or between a 1 in 100 and 1 in 1000 annual probability of river flooding in any year (1% - 0.1%).

- 8.21.5 A Flood Risk Assessment (FRA) was undertaken to determine the potential risk posed by the development in terms of surface water flooding, ground water flooding and drainage flooding. The FRA also determines an appropriate surface water drainage strategy for the development.

Operational impact

- 8.21.6 The proposed development's surface water discharge rates relative to the worst case storm of 15 minute duration shall be restricted to exceed the requirements of PPS25 to mimic existing conditions. This will be achieved with a Sustainable Urban Drainage System (SUDS). Based on the study, the most appropriate SUDS option would be on-site, below ground storage in geo-cellular storage tanks and/or oversized pipes. Green/brown roofs will also attenuate Rainwater flows. This system will reduce and control surface water runoff.

Construction impact

- 8.21.7 The environment statement recommends numerous measures to mitigate flood risk and contamination to surface and ground water during construction. These measures will be incorporated into the Construction Environmental Management Plan (CEMP) and will minimise the risk of harm from suspended sediments, oils and hydrocarbons, concrete and cement, contaminated land and the risk from undertaking work near existing drainage systems.
- 8.21.8 With the above measures the site is at negligible risk of fluvial flooding from the culverted Moselle Brook and at negligible risk of flooding from sewer flooding from the Thames Water sewerage network, groundwater and overland flow both now and after construction of the project.

8.22 Energy, Sustainability and Climate Change

- 8.22.1 PPS1 Delivering Sustainable Development confirms sustainable development as the core principle underpinning planning and sets out the Government's principles for delivering sustainable development by way of the planning system. PPS1 advises that planning should promote sustainable development and inclusive patterns of development. A 2007 addendum to PPS1 "Planning and Climate Change" sets out how planning should help shape places with lower carbon emissions and resilient to the climate change. Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy.

'Be Lean'

- 8.22.2 A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include energy efficient lamps, lighting control, heat recovery and use of variable speed drives on

fan and pump motors. The demand for cooling will be minimised through shading and solar control glazing.

'Be Clean'

- 8.22.3 The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. The applicant has, however, provided a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available. The applicant seeks to fulfil the element of the energy hierarchy by connecting the development to the site heat network approved as part of the wider NDP scheme. The network will be supplied from a single energy centre located in the north stand of the stadium and a 1.1MW gas-fired CHP unit in the energy centre will be the lead heat source for the site heat network. A reduction in CO₂ emissions of 765 tonnes per annum will be achieved through this system.

'Be Green' – renewable energy technologies

- 8.22.4 For the above energy centre, the applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install biomass boilers. A reduction in CO₂ emissions of 709 tonnes per annum will be achieved. Further details of the proposed biomass boilers including the planned arrangements for supply, delivery, storage and air quality implications are required under the planning permission for the NDP scheme.

Carbon Saving

- 8.22.5 By implementing the energy strategy for the wider NDP scheme, energy strategy indicates that, through a combination of implementation of best practice energy saving measures and a CCHP and biomass boiler district energy system, a site wide reduction of approximately 41% in CO₂ emissions compared with baseline estimates will be achieved. Of this the biomass boiler provides 13% CO₂ savings from on-site renewable energy. A condition will be applied requiring the submission of additional details to demonstrate the extent of carbon saving beyond 2010 Building Regulations, as required by the GLA.

8.23 Greater London Authority (GLA)

- 8.23.1 The GLA has submitted a Stage 1 report providing their views on the proposal (see Appendix 7). In respect of this development, they raised concerns exceeding the 2010 Building Regulations compliance through energy efficiency alone.
- 8.23.2 The fabric and building systems will be designed to comply with the requirements of Part L 2010 on connection to the district energy system after completion of the Stadium. The compliance will be achieved largely through the application of in-building energy efficiency measures.
- 8.23.3 The food store development energy use is dominated by the retail usage, much of the likely energy consumption is not covered by Building Regulations, as it is dominated by refrigeration loads. The approach outlined in the site wide Energy

Statement using the CCHP will significantly reduce electricity use due to refrigeration within the retail store. However, this improvement will not be covered by Part L as it is 'unregulated'. The applicant is committed to deliver an energy efficient store which uses advanced lighting and refrigeration technology to minimise energy demands. This is by far the most effective way of reducing emissions in such development.

8.23.4 The above would mean the GLA concerns in this area would be mitigated.

8.24 Development Management Forum 18 Jan 2012

8.24.1 No comments were made in the Development Management Forum that are not dealt with in the assessment of the application.

8.24.2

8.25 Planning Obligations – Section 106 Legal Agreement and Heads of Terms

8.25.1 Section 106 agreements, or planning obligations, are legally binding commitments by the applicant/developer and any others that may have an interest in the land to mitigate the impacts of new development upon existing communities and/or to provide new infrastructure for residents in new developments. Guidance is set out in Circular 05/2005 “Planning Obligations” and the Council’s Development Plan policies and supplementary planning guidance, specifically SPG10a “Negotiation, Management and Monitoring of Planning Obligations” (Adopted 2006).

8.25.2 The policy tests which planning obligations must meet in order to be lawful were recently enshrined in statute by the Community Infrastructure Levy Regulations 2010. Planning obligations must be: 1) necessary to make the development acceptable in planning terms, 2) directly related to the development, and 3) fairly and reasonably related in scale and kind to the development.

8.25.3 If the Sub-Committee agrees not to require the provision of affordable homes in this development, then the specific issues that need to be addressed in a s106 agreement for this application are:

- securing that part of the land value from this (what can loosely be termed as) ‘enabling’ development is used to support the implementation of the whole NDP Scheme;
- local employment and apprenticeships;
- emissions targets;
- operation of a Car Club to help achieve Travel Plan targets;
- offer of space for healthcare to the Primary Care Trust or other public sector healthcare service provider.

8.25.4 There is a separate report on the Sub-Committee’s Agenda dealing with the existing s106 agreement (dated 20 Sept. 2011) relating to the whole ‘Northumberland Development Project by Tottenham Hotspur. The Sub-Committee is requested to take that report into account when considering this report. That separate s106 report recommends that, because the existing

consented NDP development is not financially viable, changes be made to that agreement. Obligations relating to this application for the Northern Development should be part of the revised agreement for the whole NDP Scheme so there is just one agreement relating to the whole NDP Development.

- 8.25.5 The full Heads of Terms can be found in Appendix 1 of the report *Tottenham Hotspur FC Stadium Redevelopment) – Revising the s106 Agreement to support a viable development scheme*, which is an item on the agenda of this committee.

8.26 Secretary of State

- 8.26.1 Due to the size of the development, the application is referable to the Secretary of State. However, it should be noted that in a Communities and Local Government letter dated 02 December 2010, central government stated that it was not necessary for the previous application (for the entire NDP scheme) to be called in. Therefore it is likely that the current application that Secretary of State will maintain the same position in this instance.

9.0 HUMAN RIGHTS

- 9.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decision of this Committee will accord with the requirements of the above Act and Order.

10.0 EQUALITIES

- 10.1 In determining this application the Committee is required to have regard to its obligations under the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:-
- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it
- 10.2 The new duty covers the following eight protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.
- 10.3 During the assessment of the consented NDP scheme, the Council undertook a screening assessment to determine whether a full Equalities Impact Assessment (EqIA) is required. It was found that there would be no adverse or unequal impacts

identified across each now known as “protected characteristics” and that a full EqlA was not considered necessary for this particular application.

- 10.4 An updated EqlA assessing the changes in the scheme is attached at Appendix 6. It is considered that the proposal would cause no adverse or unequal impacts on groups sharing the “protected characteristics” as defined under the Act.

11.0 SUMMARY AND CONCLUSION

- 11.1 The proposal development will provide a large food-store with flexible education/stadium-related/brand-centre showroom space above. The development forms part of the wider NDP scheme for the redevelopment of the Tottenham Hotspur FC and is integral in making the scheme financially viable.
- 11.2 The detailed assessments outlined in this report demonstrate that there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance.
- 11.3 The design of the scheme is the product of careful consideration of the local urban context, environmental impact and transport networks and it is considered that the development will contribute to the regeneration of the Northumberland Park area and will support economic growth, be of a high design quality and cause no harmful impact on amenity.
- 11.4 The applicant has engaged with local stakeholders and the grant of permission is subject to signing a s106 agreement to mitigate key impacts.
- 11.5 It is considered that the scheme is consistent with planning policy. In design terms the scheme would sit well within the overall stadium redevelopment proposal, provide a strong street frontage to Northumberland Park. Subject to appropriate conditions and s106 contributions it is recommended that the application be granted planning permission.

12.0 RECOMMENDATION

GRANT PERMISSION subject to:

- conditions as below
- a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended) (the heads of terms for which are set out in Appendix 5)
- the direction of the Mayor of London; and
- the direction of the Secretary of State; and

in accordance with the approved plans and documents as follows:

DOCUMENTS
Title
Planning Statement Dec 2011

Design & Access Statement 21 Dec 2011
Statement of Community Involvement 21 Dec 2011
Transport Statement and Draft Travel Plan 20 Dec 2011
Environmental Statement 2010 and addendum Dec 2011
Water Strategy May 2010 and Addendum Dec 2011
Waste Strategy Dec 2011
Energy Strategy Aug 2010 and Addendum Dec 2011
Sustainability Statement May 2010 and Addendum Dec 2011

PLANS		
Plan Number	Rev.	Plan Title
11580/001	P1	Planning Application Boundary
11580/002	P1	Planning Application Boundary
11580/005	P1	Proposed Site Plan
11580/100	P1	Ground Floor Plan
11580/101	P1	First Floor GA Plan
11580/102	P1	Second Floor GA Plan
11580/103	P1	Third Floor GA Plan
11580/104	P1	Fourth Floor GA Plan
11580/105	P1	Roof Plan

CONDITIONS:**TIME LIMIT**

- 1. The development hereby permitted shall commence within three years of the date of this planning permission**

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

ARCHAEOLOGY

- 2. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation has been submitted by the applicant and approved by the Local Planning Authority.**

Reason: To ensure the proper investigation and recording of archaeological sites within the Borough, in accordance with CSV8. Informative: The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

DRAWINGS

- 3. Prior to the opening of the supermarket, the applicant shall submit for approval to the Council as local planning authority detailed drawings at an appropriate scale (elevations 1:20, plans 1:50) of the rear boundary works to the northern terrace, showing materials, and access arrangements.**

Reason: To preserve the setting and appearance of the listed buildings, and to ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area in accordance with policies CSV1, CSV3, CSV4 CSV5 AND CSV7, UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

MATERIALS

- 4. Full details of the development, including samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of "site investigations and site preparation". Samples shall include sample panels, glazing and a roofing material sample combined with a schedule of the exact product references.**

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

- 5. All approved materials shall be erected in the form of a samples board to be retained on site throughout the works period for the development and the relevant parts of the works shall not be carried out otherwise than in accordance with the approved details.**

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.
Stadium and Major Event Conditions

CCTV

- 6. Prior to the commencement of the development hereby permitted with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of "site investigations and site preparation", a scheme showing full details of a closed-circuit television surveillance system and security lighting shall be submitted to and approved in writing by the Local Planning Authority and the relevant works shall not be carried out otherwise than in accordance with the approved details.**

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable

communities in accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan 2006.

LIGHTING

- 7. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, an external lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The details of the external lighting for each phase shall be in accordance with the approved strategy.**

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities in accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

SIGNAGE

- 8. The applicant shall submit within 2 years of commencing the development hereby permitted a fully detailed design strategy for any signage to be displayed on any part of the development permitted under ref. no. HGY/2010/1000.**

Reason: To achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

LANDSCAPE MAINTENANCE

- 9. Within 2 years of commencing the development hereby permitted, the applicant shall submit a landscape maintenance scheme for approval by the Local Planning Authority. Any trees or areas of planting which die, are removed or become seriously damaged or diseased within 5 years of completion of the landscaping scheme, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.**

Reason: To ensure a comprehensive and sustainable development, to ensure good design, to ensure that the landscaping is secured in accordance with the Environmental Impact Assessment, in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

REFUSE & RECYCLING

- 10. Prior to commencement of the development hereby permitted with the exception of site investigations and site preparation subject to the applicant**

agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials, shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out only in accordance with the details so approved and shall be permanently retained thereafter.

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities, in accordance with the Environmental Impact Assessment, in accordance with policies UD3, UD4 and ENV13 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

PARKING

- 11. Unless otherwise agreed in writing by the Local Planning Authority, the car parking provision within the development shall not exceed 401 spaces for the food store and 23 spaces (outside the site) for the upper floor uses.**

Reason: In order to ensure the appropriate level of car parking in the scheme are not exceeded in accordance with policies M3, and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

CYCLE PARKING

- 12. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, a detailed cycle parking layout shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out only in accordance with the details so approved.**

Reason: In order to ensure that well designed safe and appropriate levels of cycle parking in the scheme are provided in accordance with policies M3, M5 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

DISABLED PARKING

- 13. A minimum of 23 disabled car parking spaces shall be provided in the supermarket car park.**

Reason: In order to ensure well designed and adequate parking for disabled and mobility impaired in accordance with policies UD3, M3 and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

- 14. No staff, with the exception of Blue Badge holders, are permitted to use the supermarket car park between the hours of 8:00am and 19:00pm Monday to Saturday.**

Reason: In order to ensure the appropriate levels of car parking in the scheme are not exceeded in accordance with policies M3, and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

GROUND CONTAMINATION

- 15. Unless otherwise agreed in writing by the Local Planning Authority, no development shall commence until a Ground Contamination, Soil Remediation and Disposal Strategy supported by site history has been submitted to and approved in writing by the Local Planning Authority.**

Reason: To ensure a comprehensive and sustainable development in accordance with the Environmental Impact Assessment, and in accordance with policies ENV7 and ENV11 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

SITE DRAINAGE

- 16. Unless otherwise agreed in writing by the Local Planning Authority, no development shall commence, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, until details of site drainage works including an impact study of existing sewerage infrastructure, suitable connection point of foul water drainage system and details of surface water discharge for that part of the site have been submitted to and approved by, the Local Planning Authority in consultation with the sewerage undertaker.**

Reason: To ensure a comprehensive and sustainable development and to enhance and protect the water environment in accordance with the Environmental Impact Assessment, and policies ENV2, ENV4, ENV5 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

WATER SUPPLY

- 17. Unless otherwise agreed in writing by the Local Planning Authority, no development shall be commenced, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, until a Water Supply Impact Study, including full details of anticipated water flow rates, and detailed site plans have been submitted to, and approved in writing by the Local Planning Authority (in consultation with Thames Water).**

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with policy ENV3 of the London Borough of Haringey Unitary Development Plan 2006.

HOURS OF DEMOLITION & CONSTRUCTION

- 18. No demolition, construction or building works shall be carried out except between the hours of 0800 and 1800 hours (Monday to Friday) and 0800 and 1200 hours (Saturday) and not at all on Sundays or bank holidays unless written approval from the Local Planning Authority has been obtained prior to works taking place.**

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

CONSTRUCTION VEHICLES

- 19. Lorries delivering plant or materials during the construction phase of the development will only use designated routes agreed in writing in advance with the Local Planning Authority.**

Reason: To minimise the impact of lorry traffic in local residential roads in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

- 20. Vehicles may arrive, depart, be loaded or unloaded during the construction phase of the development within the general area of the application site only between 0700 hours and 1800 hours Monday to Friday and 0800 hours and 1200 hours on Saturday and not at all on Sunday or Bank Holidays except with the prior written approval of the Local Planning Authority.**

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway or effect the amenity of local residents in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

CONSTRUCTION IMPACT MITIGATION

- 21. Prior to the commencement of the development hereby permitted, details of a scheme for monitoring and mitigating noise and dust emissions for all plant and processes shall be submitted to and approved in writing by the Local Planning Authority.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

- 22. No development shall be commenced unless a Construction and Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of the arrangements for the temporary use and/or management (as appropriate) of those parts of the sites awaiting redevelopment. The development shall be carried out in accordance**

with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to ensure the efficient use of resources and reduce the impact of the proposed development on the environment in accordance with the Environmental Impact Assessment and policies G1, ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

SUSTAINABLE URBAN DRAINAGE SYSTEM

- 23. Prior to commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, details of a scheme for surface water drainage works (including the provision of a Sustainable Urban Drainage System and the provision of petrol/oil interceptors in all car parking/washing/repair facilities) shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In order to ensure the satisfactory surface water drainage of the site and to prevent pollution of the surface water drainage system in accordance with the Environmental Impact Assessment and policies UD4, ENV1, ENV2 and ENV 7 of the London Borough of Haringey Unitary Development Plan 2006.

NOISE

- 24. At 1 metre outside the windows of any neighbouring habitable rooms the level of noise from plant and machinery shall be at all times at least 5 decibels below the existing background noise levels, expressed in dB(A) at such locations. Where the noise from plant and machinery is tonal in character the differences in these levels shall be at least 10dB(A).**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

MECHANICAL PLANT

- 25. Technical specification details of the mechanical plant to be installed within the plant areas shown on the approved floor plans, together with an accompanying acoustic report, shall be submitted to and approved by the Local Planning Authority prior to installation of this plant. The plant shall not be operated other than in complete accordance with such measures as may be approved.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006. 15. Amenity Conditions

- 26. Unless otherwise agreed in writing by the Local Planning Authority, no roof top facilities shall be in use between the hours of 2300 - 0700 hours any day of the week.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

FLOOD RISK ASSESSMENT

- 27. The development hereby permitted shall only be carried out in accordance with the approved Flood Risk Assessment (FRA). Ref: BDRP0001, Version 6, Final, May 2010 and the following mitigation measures detailed within the FRA:**
- i. Reducing the surface water runoff from the site by at least 50% for all storm events up to and including the 1 in 100 year critical storm, taking into account the effects of climate change. The peak discharge must not exceed 150l/s/ha.**
 - ii. Provision of storage on site to attenuate all flood events up to and including the 1 in 100 year event, taking into account the effects of climate change.**
 - iii. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.**

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of the surface water from the site, to ensure safe access and egress from and to the site and to reduce the impact of flooding on the proposed development and future occupants and site users.

SITE INVESTIGATION & CONTAMINATION

- 28. Prior to commencement of the development hereby permitted (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:**
- 1. a preliminary risk assessment which has identified:**
 - all previous uses**
 - potential contaminants associated with those uses**
 - a conceptual model of the site indicating sources, pathways and receptors**
 - potentially unacceptable risks arising from contamination at the site;**
 - 2. a site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;**
 - 3. the site investigation results and detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;**
 - 4. a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and**

identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Reason: To ensure that the risks to the health and welfare of future occupiers and to the environment are mitigated or eliminated to acceptable standards.

- 29. If, during development, contamination not previously identified is found to be present at the site then no further development (unless agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.**

Reason: To ensure protection of controlled waters.

FOUNDATIONS

- 30. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.**

Reason: To ensure protection of controlled waters.

SERVICING AND DELIVERIES

- 31. Deliveries to the supermarket shall only take place between the hours of 5.00am and 11.00pm on any day. In addition to implementing the noise mitigation measures described in the approved Environmental Statement, Servicing Route A via the junction of Tottenham High Road (A1010) and Northumberland Park (as identified in Figure 4.1, Volume 8 of the approved Transport Assessment) shall be utilised unless otherwise agreed in writing by the Local Planning Authority.**

Reason: To protect residential amenity.

LOCAL SHOPPING

- 32. The Supermarket hereby approved must encourage the use of local shopping facilities by allowing local shoppers to stay in the car park for up to 3 hours.**

Reason: In order to sustain the regeneration of Tottenham High Road and protect the viability of local shops in accordance with policies M3 and M4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

BRAND CENTRE

- 33. The use as a 'brand centre' of part of the upper floors of the development hereby permitted shall be used only in conjunction with events in the nearby Stadium for the display of goods and not for general retail or wholesale sale of goods (unless otherwise agreed in writing by the local planning authority).**

Reason: To enable proper control of the use of this space in the interest of the amenity of surrounding residents and the impact on the local area.

ELECTRIC VEHICLES

- 34. Details of the provision of electric vehicle charging points within the parking areas shall be submitted to and approved in writing by the Local Planning Authority.**

Reason: In order to ensure adequate provision of electric vehicle infrastructure within the development.

DELIVERY AND SERVICE PLAN

- 35. The developer provides a delivery and servicing plan for each aspect of development at least 2 months before they are occupied. The servicing and delivery plan should include:**
- a) Programme deliveries outside the AM and PM peak periods in order to reduce congestion on the highway network.**
 - b) Details of refuse collection to be provided as part of the service and deliver plan.**
 - c) Spaces for Taxis to drop off and pick up**

Reason: In order to minimise the impact of servicing and deliveries on local traffic and highway conditions.

TRAVEL PLANS

- 36. The applicant/developer shall provide a Travel Plan for each element of the development at least 3 months before the development is occupied. The travel plans should include:**
- a) The developer or occupier of the development must provide showers and lockers as part of their Travel Plan.**
 - b) The developer/ occupier to provide financial incentives to increase cycle modal share.**
 - c) The developer/occupier to use reasonable endeavours to start a bicycle user group (BUG).**

Reason: In order to minimise residential parking demand on the local highway network and encourage the use of sustainable modes of transport for journeys to/from the site.

PARKING STEWARDS

37. **The applicant/developer shall commit to providing stewards inside the food store car park.**

Reason: In order to maximise the capacity of the food store carpark.

GREEN WALL & GREEN/BROWN ROOFS

38. **Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, details of the green/brown roof(s) and ‘green wall’ shall be submitted and approved in writing by the Local Planning Authority.**

Reason: In order to secure a comprehensive and sustainable development and to achieve good design.

PILING METHOD

39. **No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.**

Reason: The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

SUSTAINABILITY

40. **Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, a Environmental Sustainability Plan shall be submitted and approved in writing by the Local Planning Authority. The Environmental Sustainability Plan shall demonstrate:**

(a) how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;

(b) the reduction in carbon emissions achieved through these building design and technology energy efficiency measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s) for approval of reserved matters are submitted;

- c) the specification for any green and/or brown roofs;
- (d) how energy shall be supplied to the building(s), highlighting;
 - i. how the building(s) relate(s) to the site-wide strategy for district heating incorporating tri-generation from distributed combined heat and power;
 - ii. how the building(s) relate(s) to the strategy for using biofuel boilers to supplement the energy supplied through district heating systems;
 - iii. the assessment of the cost-effectiveness and reliability of the supply chain for biofuels;
 - iv. any other measures to incorporate renewables.
 - v. the floor area of the energy centre
 - vi. details of appropriate air quality abatement measures including consideration alternative energy technologies
- (e) The incorporation of bird boxes, bat roosts and other wildlife features on buildings.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment, in accordance with policies G1, UD1, UD2, and ENV2, of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

INFORMATIVES:

- A: All design details shall be prepared and submitted by the architects who prepared the applications or other such architects of comparable skill and experience as the Council may agree
- B: In addition it is essential that a scheme implementation working group is created to deliver the highways works. This should include the following stakeholders: developer representative, DTO coordinator and Senior Borough engineer. The developer must use their best endeavour to ensure DTO joins the project delivery group. The Council cannot be held liable for any implications due to delays to scheme resulting from DTO actions (or lack of them).

REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

- a) It is considered that the principle of this development is supported by National, Regional and Local Planning policies which seek to promote regeneration through employment and urban improvement to support local economic growth.
- b) The development is considered to be suitably designed in respect of its surroundings, its impact on neighbouring properties and environmental site

constraints. The Environmental Impact (accompanying Environmental Statements and related Documents and Addendums provided) of the proposed development have been assessed and it is considered there would be no significant adverse impacts or impacts which cannot be adequately mitigated.

- c) The Planning Application has been assessed against and is considered to be in general accordance with the intent of National, Regional and Local Planning Policies requirements including London Borough of Haringey Unitary Development Plan (UDP) 2006, G2 'Development and Urban Design', G3'Housing Supply', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD6 'Mixed Use Developments', UD9 'Locations for Tall Buildings', AC3 'Tottenham High Road Regeneration Corridor', M2 'Public Transport Network', M3 'New Development Location and Accessibility', M5 'Protection, Improvements and Creation of Pedestrian and Cycle Routes', M9 'Car- Free Residential Developments', M10 'Parking for Development', CSV1 Development in Conservation Areas', CSV2 'Listed Buildings', CSV3 Locally Listed Buildings and Designated Sites of Industrial Heritage Interest', CSV6 'Demolition of Listed Buildings', CSV7 'Demolition in Conservation Areas', EMP3 'Defined Employment Areas - Employment Locations', EMP4 'Non Employment Generating Uses', EMP5 'Promoting Employment Uses', ENV1 'Flood Protection: Protection of the Floodplain and Urban Washlands', ENV2 'Surface Water Runoff', ENV4 'Enhancing and Protecting the Water Environment' ENV5 'Works Affecting Watercourses', ENV6 'Noise Pollution', ENV7 Air, Water and Light Pollution', ENV9 'Mitigating Climate Change: Energy Efficiency', ENV10 'Mitigating Climate Change: Renewable Energy', ENV11 'Contaminated Land' and ENV13 'Sustainable Waste Management'

13.0 APPENDICES:

- 13.1 Appendix 1: Consultation Responses
- 13.2 Appendix 2: Planning Policies
- 13.3 Appendix 3: Development Management Forum Minutes
- 13.4 Appendix 4: Design Panel Minutes
- 13.5 Appendix 5: Planning History
- 13.6 Appendix 6: Equalities Impact Screening Assessment
- 13.7 Appendix 7: GLA Stage 1 Report

APPENDIX 1

Consultation Responses

No.	Stakeholder	Question/Comment	Response
	STATUTORY		
1	The Mayor of London	See Appendix 7: GLA Stage 1 Report. No objection at strategic level. Require further information/design details from applicant.	Noted.
2	Transport for London (TfL)	No objection.	Noted.
3	English Heritage Kim Stabler - GLAAS	No objection subject to condition requiring archaeological investigation	Noted.
4	Environment Agency	No objection subject to conditions	Noted.
5	Thames Water	No objection on grounds relating to the management and disposal of foul and surface water Recommend conditions requiring water impact study and details of piling method	Noted.
6	LB Camden	No objection	Noted.
7	London Fire Brigade	Objection pending further information	Applicant notified.
	INTERNAL		
1	Haringey Transportation	<i>Impact on Highways Network:</i> No adverse impact on the critical junctions of White Hart Lane/High Road and Northumberland Park/High Road compared to the approved scheme. <i>Impact on Public Transport</i> The resultant net increase in the trips by public transport in particular buses can be adequately accommodated by existing bus and rail infrastructure <i>Parking Provision</i> 401 spaces plus additional 23 behind the High	Noted Noted Noted

No.	Stakeholder	Question/Comment	Response
		Road buildings is sufficient <i>Servicing and Delivery</i> No change from previous proposal <i>Conclusion</i> No objection subject to conditions securing travel plans, construction plans, servicing plans and various parking details	Noted Noted
2	Haringey Leisure Services	Drawings would suggest a reduction in the area of green/brown roof in the new proposals which should be resisted. Ecologically beneficial features such as green roofs and walls should be subject to planning conditions.	Details of green roof/wall will be secured by condition
3	Haringey Commercial Environmental Health	No objection subject to conditions for contaminated land remediation and dust control. S106 contribution recommended towards the cost of environmental improvements in the vicinity of the site.	Noted. The wider NDP scheme is less viable than when the original proposal was considered. The viability of the whole scheme is sensitive to contributions and the proposed s106 requirement can not be supported.
	DESIGN PANEL	Set out and addressed in paragraph 8.23	
	DEVELOPMENT MANAGEMENT FORUM	Set out and addressed in paragraph 8.24	
1	Cllr John Bevan	External metal shutters should not be permitted.	No proposals for external metal shutters are included
	RESIDENTS	6 Responses received	
1	58 Chalgrove Road	Objection. Additional floorspace will increase traffic and parking demand on the ground floor carpark Existing businesses on Northumberland Park will lose trade If existing business relocate to the proposed commercial space there will be empty shopfronts	The ground floor car park is for food-store customers only. An extra 23 spaces are allocated for the education facility. The addition of the food store will bring extra footfall to the area to the benefit of local businesses The commercial space is not intended for general business/retail uses but for club-related activities, brand-centre or education facility

No.	Stakeholder	Question/Comment	Response
2	50 Northumberland Park	<p>Objection.</p> <p>Traffic lights to the service entrance will cause light pollution and waiting vehicles noise to the front facing bedroom windows</p> <p>Additional building height will cause overshadowing</p>	<p>Traffic lights will not be installed at the service yard entrance.</p> <p>The additional bulk is set back from the front of the building reducing much of the impact. A shadow study concludes that all nearby windows will still meet BRE guidelines.</p>
3	Jason Hoyte	<p>Objection. Only points relating to the food-store development are summarised here, not those relating to stadium operation.</p> <p>The noise, dust and vibration from construction works and their control by responsible parties.</p> <p>The impact of the visual influence on views of properties along the southern side of Coniston Road and around the stadium is difficult to gauge from the photo montages provided in the addendum report.</p> <p>The creation of additional housing above the food store.</p> <p>The noise and pollution impacts of a large 24 hour supermarket in a residential area with deliveries throughout the night.</p> <p>The noise and pollution of large goods vehicles using Northumberland Park to service the stadium.</p> <p>Limitation to the growth of planned trees due to cover of their roots by hard landscaping. A lack of soft landscaping in the northern development area and around the development in general.</p> <p>Urban heat island effects from the larger numbers</p>	<p>Mitigation measures are proposed in the Construction Environmental Management Plan (CEMP). See report.</p> <p>Noted. The development is considered to cause no harm to the townscape. See report.</p> <p>No housing is above the food store</p> <p>Deliveries will be subject to limits and mitigation measures. See report.</p> <p>Deliveries will be subject to limits and mitigation measures. See report.</p> <p>A condition is imposed requiring the submission of landscaping details.</p> <p>The design of the food store development responds to the urban context of the site. A green wall provides a green buffer to the conservation area</p> <p>The site as existing and prior to clearance was extensively covered in hard</p>

No.	Stakeholder	Question/Comment	Response
		<p>of buildings proposed than previously on the site.</p> <p>Increased waste pre and post matches due to increased number of people in the area.</p> <p>The lack of use of photovoltaics. Buildings will have large areas facing the sky which could utilise either the heat and / or power to help reduce the reliance on fossil fuels.</p> <p>The reduction in air quality to 'Minor adverse' by the completion of the development.</p> <p>The short duration of monitoring of the food store transport flows do not give a good indication of foot flow to a supermarket or potential transport congestion issues which may occur during busy times such as Easter or Christmas Bank holidays.</p> <p>The junction arrangements to allow increased traffic flow along Northumberland Park do not appear to be sufficient and will be difficult to model against heavy traffic to a supermarket as that data does not exist.</p> <p>A report mentions updating and modifying the restrictions on Worcester Avenue on event days. Will this be followed through?</p> <p>The movement of the W3 bus stop on to High Road, Tottenham may cause traffic problems as the bus attempts to get from the bus stop to the right hand turn lane for White Hart Lane.</p> <p>The baseline data for traffic modelling does not appear representative of the scenario it is meant to be modelling.</p> <p>Long vehicles causing congestion on</p>	<p>standing and development. The proposal includes green/brown roofs to mitigate building heat retention .</p> <p>The food store and wider development is subject to a detailed waste strategy intended to reduce waste. See report.</p> <p>Roof will be a green/brown roof. Biomass boiler proposed to reduce use of fossil fuels. See report.</p> <p>The scheme minimises its air quality impacts. Impact is minor and there is no significant change from consented scheme. See report.</p> <p>Haringey Transport and TfL consider the traffic of the scheme acceptable. See report. Holiday congestion would be temporary.</p> <p>Junction arrangements have been accepted by Haringey Transport and TfL.</p> <p>Parking restrictions will be subject to review as part of the overall CPZ proposal</p> <p>Bus stop arrangements have been accepted by Haringey Transport and TfL.</p> <p>Transport assessment is considered robust</p> <p>Servicing and delivery movements have been assessed and considered</p>

No.	Stakeholder	Question/Comment	Response
		<p>Northumberland Park trying to enter or leave the Supermarket service yard.</p> <p>The number of large vehicles around the stadium, especially by the southern end of Worcester Avenue near to the schools.</p> <p>There is reference to a new sewer being required in Worcester Avenue. Will the new development increase the risk of flooding in properties due to the development?</p> <p>How will the developers ensure / prove that 70% of materials are being reclaimed / reused? This will help reduce congestion during the construction phase.</p> <p>The noise and dust during construction of the development. A large amount of dust appears to have be cause during the demolition of buildings associated to the project already.</p> <p><input type="checkbox"/> The developer / THFC attempted to buy out / relocate local business rather than focusing on the Stadium.</p> <p>THFC not attempting to create an environment that encourages new business to the area but gives them control on the stadium and the surrounding area.</p> <p>Note: The representation makes a series of challenging particular points/paragraphs of the applicant's Environmental Statement. Due to the number of points raised (73 in total), the often technical nature of the points raised and the limited time available, it has not been possible to address each one individually in this table. The main points of his representation (as set out in the beginning of the letter) are responded to here.</p>	<p>acceptable by applicant, Haringey Transport, TfL.</p> <p>See above.</p> <p>See report section 8.24 Water Resources and Flood Risk</p> <p>The Construction Environmental Management Plan would be subject to monitoring</p> <p>Mitigation measures are proposed in the Construction Environmental Management Plan (CEMP). See report.</p> <p>Non-stadium development is intended to fund the overall expansion and upgrade of facilities.</p> <p>Investment and development will bring increased foot fall and local spending in support of local business</p>

No.	Stakeholder	Question/Comment	Response
		However the Local Planning Authority has requested the applicant to provides responses to all points.	
4	Wilson's Solicitors, 697 High Road	Support in principle. No reference to cycling in applications. There is an opportunity for improved cycle routes, conditions and ridership	Noted. A condition is imposed requiring a detailed scheme for cycle parking and lockers/showers to encourage cycling to and from the site
5	Janet Quipp	Comment: There is concern over the lack of detailed regarding the potential occupiers. The council should continue to influence decisions on commercial operations to ensure that operators are not brought onto the site or the immediate surrounding area in the future who may cause nuisance to local residents and businesses	The impacts of the potential D1/D2 and brand-centre uses have been assessed and considered not harmful. Any change to the nature of the use will require a further planning application.
6	Euro Café 846 high Road, N17	Support. The development will bring economic growth and improved appearance	Noted

PLANNING POLICIES

RELEVANT PLANNING POLICY

NATIONAL POLICY

National Planning Policy Statements and Guidance

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement: Planning and Climate Change - Supplement to PPS 1
- Planning Policy Statement 4: Planning for Sustainable Economic Growth
- Planning Policy Statement 5: Planning for the Historic Environment
- Planning Policy Statement 9: Biodiversity and Geological Conservation
- Planning Policy Guidance 13: Transport
- Planning Policy Statement 22: Renewable Energy
- Planning Policy Statement 23: Planning and Pollution Control
- Planning Policy Guidance 24: Planning and Noise
- Planning Policy Statement 25: Development and Flood Risk
- Draft Planning Policy Statement: Planning for a Natural and Healthy Environment

REGIONAL PLANNING POLICY

London Plan 2011

- Policy 6.4 Enhancing London's transport connectivity
- Policy 2.14 Areas for Regeneration
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.11 Green roofs and development site environs
- Policy 6.1 Integrating transport & development
- Policy 6.3 Assessing transport capacity
- Policy 6.13 Parking
- Policy 7.2 Creating an inclusive environment
- Policy 7.3 Secured by design
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.8 Heritage Assets and Archaeology

The Mayor's Transport Strategy (May 2010)

The Mayor's Land for Transport Functions SPG (March 2007)

The Mayor's Sustainable Design & Construction SPG (2006)

The Mayor's Culture Strategy: Realising the potential of a world class city (2004)

The Mayor's Ambient Noise Strategy (2004)

The Mayor's Energy Strategy (2004)

The Mayor's Draft Industrial Capacity SPG (2003)

The Mayor's Air Quality Strategy: Cleaning London's Air (2002)

The Mayor's Biodiversity Strategy: Connecting with London's Nature (2002)

The Mayor's Planning for Equality & Diversity in Meeting the Spatial Needs of London's Diverse Communities SPG
The Mayor's Accessible London: Achieving an Inclusive Environment SPG
The Mayor and London Councils' Best Practice Guide on the Control of Dust & Emissions during Construction

LOCAL PLANNING POLICY

Haringey Unitary Development Plan (Adopted July 2006; Saved July 2009)

- G1 Environment
- G2 Development and Urban Design
- G4 Employment
- G6 Strategic Transport Links
- G7 Green Belt, Met. Open Land, Significant Local Open Land & Green Chains
- G9 Community Well Being
- G10 Conservation
- G12 Priority Areas
- AC1 Heartlands/Wood Green
- UD1 Planning Statements
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- UD7 Waste Storage
- UD8 Planning Obligations
- ENV1 Flood Protection: Protection of Floodplain, Urban Washlands
- ENV2 Surface Water Runoff
- ENV4 Enhancing and Protecting the Water Environment
- ENV5 Works Affecting Water Courses
- ENV6 Noise Pollution
- ENV7 Air, Water and Light Pollution
- ENV11 Contaminated Land
- ENV13 Sustainable Waste Management
- EMP1 Defined Employment Areas – Regeneration Areas
- M2 Public Transport Network
- M3 New Development Location and Accessibility
- M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
- M8 Access Roads
- M10 Parking for Development
- M11 Rail and Waterborne Transport
- OS2 Metropolitan Open Land
- OS5 Development Adjacent to Open Spaces
- OS6 Ecologically Valuable Sites and Their Corridors
- OS7 Historic Parks, Gardens and Landscapes
- OS12 Biodiversity
- OS16 Green Chains
- CSV1 Development in Conservation Areas
- CSV8 Archaeology

Haringey Supplementary Planning Guidance (October 2006)

- SPG1a Design Guidance (Adopted 2006)
- SPG2 Conservation and Archaeology (Draft 2006)
- SPG4 Access for All (Mobility Standards) (Draft 2006)
- SPG5 Safety By Design (Draft 2006)
- SPG7a Vehicle and Pedestrian Movements (Draft 2006)
- SPG7b Travel Plans (Draft 2006)
- SPG7c Transport Assessment (Draft 2006)
- SPG8a Waste and Recycling (Adopted 2006)
- SPG8b Materials (Draft 2006)
- SPG8c Environmental Performance (Draft 2006)
- SPG8d Biodiversity, Landscaping & Trees (Draft 2006)
- SPG8e Light Pollution (Draft 2006)
- SPG8f Land Contamination (Draft 2006)
- SPG 8g Ecological Impact Assessment (Draft 2006)
- SPG 8h Environmental Impact Assessment (Draft 2006)
- SPG 8i Air Quality (Draft 2006)
- SPG9 Sustainability Statement Guidance Notes and Checklist (Draft 2006)
- SPG10a Negotiation, Mgt & Monitoring of Planning Obligations (Adopted 2006)
- SPG10d Planning Obligations and Open Space (Draft 2006)
- SPG10e Improvements Public Transport Infrastructure & Services (Draft 2006)
- SPD Housing

Haringey Heartlands Development Framework (Adopted April 2005)

Planning Obligation Code of Practice No 1: Employment and Training (Adopted 2006)

Local Development Framework Core Strategy and Proposals Map (Published for Consultation May 2010; Submitted for Examination March 2011. EiP July 2011)

- SP1 Managing Growth
- SP2 Housing
- SP4 Working towards a Low Carbon Haringey
- SP5 Water Management and Flooding
- SP6 Waste and Recycling
- SP7 Transport
- SP8 Employment
- SP9 Imp Skills/Training to Support Access to Jobs/Community Cohesion/Inclusion
- SP10 Town Centres
- SP11 Design
- SP12 Conservation
- SP13 Open Space and Biodiversity
- SP14 Health and Well-Being
- SP15 Culture and Leisure
- SP16 Community Infrastructure

Draft Development Management Policies (Published for Consultation May 2010)

- DMP9 New Development Location and Accessibility
- DMP10 Access Roads
- DMP13 Sustainable Design and Construction
- DMP14 Flood Risk, Water Courses and Water Management

- DMP15 Environmental Protection
- DMP16 Development Within and Outside of Town & Local Shopping Centres
- DMP19 Employment Land & Premises
- DMP20 General Principles
- DMP21 Quality Design
- DMP22 Waste Storage
- DMP25 Haringey's Heritage
- DMP26 Alexandra Palace
- DMP27 Significant Local Open Land & Development Adjacent to Open Spaces
- DMP28 Ecologically Valuable Sites their Corridors and Tree protection

Draft Sustainable Design and Construction SPD (October 2010)

Haringey's 2nd Local Implementation Plan (Transport Strategy) 2011 – 2031

OTHER DOCUMENTS

CABE Design and Access Statements

Diversity and Equality in Planning: A Good Practice Guide (ODPM)

Planning and Access for disabled people: A Good Practice Guide (ODPM)

Demolition Protocol Developed by London Remade

Secured by Design

DEVELOPMENT MANAGEMENT FORUM MINUTES



+

**PLANNING & REGENERATION
DEVELOPMENT MANAGEMENT TEAM**

MINUTES

Meeting : Development Management Forum
Date : 18 January 2011
Place : Northumberland Park Community School
Present : Marc Dorfman (Chair); Paul Phillips , Cllr Bevan, Cllr Hare, Cllr
Watson
Local Press, Joyce Prosser from Tottenham CAAC , approx 25
Local Residents
Minutes by : Tay Makoon
Cleared by Md @3-2-12
Distribution :

1. Marc Dorfman welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. He explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, he explained the agenda and that the meeting will be minuted and attached to the officers report to Planning Sub- Committee. Local residents from Northumberland Park, Tottenham Green, Bruce Grove, Church Road, Denmark Street, Worcester Ave, Bromley Road

2.

Proposal

Northern Development (HGY/2011/2350): Proposed demolition of buildings and development of a foodstore (Use Class A1) together with educational uses (Use Class D1); stadium-related uses (Use Class D2); showroom/brand centre (sui generis); and associated facilities including car parking, the construction of new and altered vehicle and pedestrian accesses, private open spaces, landscaping and related works.

Southern Development (HGY/2011/2351): Proposed demolition and redevelopment to provide housing (Use Class C3) college (Use Class D1) health centre (Use Class D1) and health club (Use Class D2) together with associated private and public open space, car parking, landscaping and related works; and altered footways, roads and vehicular accesses. Outline application with details of appearance, scale and landscaping reserved for subsequent approval.

3.

Presentation by Paul Phillips – Project Director for Tottenham Hotspur Football Club

As a reminder I need to say where we have been and where we currently are:

In September 2010 Planning Committee that approved subject to a s106 agreement the entire stadium development with a new food store and office/club accommodation above and 200 homes and offices at the southern end. In global terms the scheme is not entirely different, the stadium remains unchanged

both its location and size and capacity. We are now on the North proposing an additional one and half storey and then on the South the scheme that you can see which is an enlarged residential scheme. The scheme was consented back in 2010 for 200 residential units and this proposal is 285 residential units sitting on top of some commercial space which you can see at the base of the residential which is two and three floors of space. The scheme consented back in 2010 was effectively one long block ranging from about 8 – 10 storey high quite close to the back of the footpath, that was a scheme that we felt we could improve on. So we have come forward with this new scheme now which looks to break down that façade. Rather than seeing one long façade some 200metres long of development, we've looked to break up that facade and create spaces views through to the stadium to lessen the impact on residents on Park Lane and to create some private space you can see between each block. This is another view of the same block looking from the High Road and this would be looking at the Western façade of the first block, so you have club shop, podium which gives access on match day and a public space on non match day and you can see the 1,2,3,4 residential blocks behind. This will be the corner of Park Lane with the High Road looking across. The first thing we have done is to pull the development back off the road, those of you who know this road will know that there is a narrow footpath along Park Lane in places the existing stadium hangs over the footpath virtually to the edge of the road. This moves that whole development back about 8metres which then allows space for a wider footpath and some tree planting. There is some more generous space here in front of the steps which has been pulled back that lead up into the podium on match day and then there is also a lift provided at the side here and there is also several lifts around the development providing accessible access up onto the podium area.

To the North, the supermarket is unchanged – (7,200m² net sales area within a floor space of 23,470m² – ground floor car parking. On top of this the consented scheme approved 5,600m² of office/assembly/club space on 2 floors above the supermarket). The new proposal now proposes an extra 1.5 floors in height terms on top of this (an extra 4,450m²) for use as a “brand show room area and D1 and D2 uses – these are education and public assembly and stadium use. Ground floor level is parking on the original application 401 spaces and it's the same as proposed – so no increase.

The scheme doesn't come any further forward than here which is where it was on the old scheme, which is approximately 32metres set back from the edge of the supermarket on the High Road, that was done purposefully to avoid overshadowing of this development onto the properties on Northumberland Park which we are aware are from the first application was a significant concern of some residents. This slide gives an image of the supermarket, image of the corner of Northumberland Park and the High Road looking down at the supermarket entrance. This is an aerial view showing on the left hand side, the T shape to the left of the stadium that is the additional floor and half of commercial space, the rest is effectively unchanged, stadium in exactly the same position, four heritage buildings retained, slightly larger space here, and the four new residential buildings all set back the 8 metres on Park Lane.

Image of the stadium looking from the podium to the south west of the stadium. In summary we are coming forward this evening with a planning application for 285 new homes, including some new private space in between those homes, what we believe is that an improved design with a gentler aspect on Park Lane with significant additional commercial space that has the potential to create many hundreds of new jobs underneath that residential

development in the south and what we believe is improved public space around here and with new landscape architects that will look at this area between the residential and the stadium.

Questions from the Floor.

Q1: What type of commercial enterprise is going in at the North and South end?

Ans: We are not entirely sure yet but we are looking at a range of possibilities in that area. We had discussions with potentials for health centre. In the north also we had discussions with one or two car manufacturers about a brand centre, which is a place where they could display cars, would not be a car showroom where you can go in and by a car off the street, but a place where a particular manufacturer possibly linked to a possible sponsorship with the stadium can display their vehicles, it does need to be cars, but there was a view that cars and football do potentially go together. We have had a number of discussions but nothing has come yet. There have been suggestions about education space above that, club offices, we can say with certainty that there will be about 30,000sq ft of club offices above. We are trying to get a wide range of uses, uses that are not heavy in terms of transport, parking and cars, that would complement the stadium provides some jobs creating space and some supporting income for what we are trying to achieve with the overhaul stadium.

Q2 a: On the original application you talked about having a hotel is that still being incorporated into this scheme?

Ans: On the new scheme we are not showing a hotel, we have had a lot of discussions over four years in order to try and attract a good 4 star hotel operator in the area, I think we can get a 2 star hotel operator very quickly, a travel lodge type format but that is not what we are really looking to achieve, so right now we are not

entirely sure that we can bring a hotel, or be it we want to bring one so this scheme doesn't show a hotel but they may well be opportunities in the wider area around the stadium with some ripple factor as the development happens to bring a hotel back into the overall project.

Q2 b: At the supermarket end was it not considered at all to split the residential to both ends?

Ans: Right at the outset nearly 4 years ago we had quite a substantial amount of residential accommodation shown in some early drawings above the supermarket but because of the height and the size of the stadium it does over shadow directly to the north and when we applied the usual overshadowing tests, it didn't pass those tests so we effectively pulled back from the residential, it just not an appropriate place. It was a question asked by CABE and English Heritage some years ago as well.

Q3: What sort of flats have you envisaged building and what open space are there and is there any social housing in them?

Ans: The scheme is in outline at the moment but we have arrived at 285 units based on looking at the overhaul massing that we can get in there. I think it will be predominantly in the range of 1/2 bedroom flats and maybe some 3 bedroom flats. My experience is that it isn't viable to build large flats in new buildings in an area where the surrounding residential values are relatively low, for example if you built a 3/4 bedroom flat it would cost more than a house with a garden and it would raise the question as to who would buy that flat so the flats will all be built to the Mayors standards in terms of flat design which I think is improving in size from probably we were 10 years ago. I would say it would be predominantly 1 / 2 bedroom flats. Our view and our suggestion to the Council is that the southern development here should be predominantly market value flats rather than affordable housing.

Plan showing roof gardens and terraces to most of the flats and in between there are private spaces. Previous scheme which was this long linear scheme here, a small amount of amenity space at the south and then a share of the podium behind and here we have gone back to some earlier thoughts which were to have to some private garden areas they can also be children play spaces an appropriate location close to the flats.

Q3b: What do you mean by market value flats?

Ans: Flats sold privately.

Q3c: Is there no social housing at all?

Ans: Our suggestion is that there should be no social housing.

Q4: What about s106 agreements for all this?

Ans: S106 for this is the next step we are in discussion with the Council; at the moment they are formulating their views on s106. We have made clear on numerous occasions to the Council that part of the problem we were encountering 18 months ago was the viability of this scheme on this part of London and if the Council or Government was overly heavily handed in terms of the s106 requirement it makes the scheme unviable.

Q5: Does that mean there are no s106 agreements?

Ans: There will be amended s106 agreement, an amendment to the existing agreements.

Q6: What is the existing s106 agreements say?

Ans: The existing s106 agreement (is currently between £15-16m) runs into hundreds and hundreds of pages long, with 20/30 different measures around transport, public infrastructure, private space, affordable housing.

Q7: I want to pick up on a couple of things, the ripple effect on the other side of the road, if Sainsbury's is moving into these premises presumably there is some opportunities there of the vacated space to potentially develop the hotel or other amenities. I wonder whether there have been any discussions or thoughts on that side and second point on educational use there was a suggestion that you could that site as a school and local community has heard rumors about this , it has been in the press and Lord Harris talking potentially opening a new school, would you be able to say whether any discussions had taken place to potentially opening a school in any other premises as part of this planning application.

Ans: In terms of the hotel idea there are possibilities over the road and I can't say at the moment who the supermarket operator is however, I think regardless of which operator goes into that supermarket that we have consent for , the existing Sainsbury's over the road would start to need a new use and that is an interesting possibility. In terms of the school we have had some initial discussion with various educational providers, including potential university technical colleges, free schools and discussions with Northumberland Park School. It is not an area I know a great deal about and we are actually looking for someone to take this on board to help us work through if any of those are viable options.

Q8: What is going to happen to Worcester Ave, I haven't heard you say anything, you mentioned Park Lane, Northumberland Park but what about Worcester Ave?

Ans: Don't hugely change from those that we previously submitted in respect to Worcester Ave, that is why I didn't mention Worcester Ave this evening. Majority of Worcester Ave from here right up to the north of the stadium remains unchanged, in the

residential area to the north not a great deal has changed we have added an additional level to the supermarket which I mentioned that is set back 30/40metres and don't believe that it will have any detrimental effects on the houses in Worcester Ave. There is no real change that I can report to you on.

Q9: At the south end there is an area still subject to an application, I am wondering what nature this application will be. It is under the podium?

Ans: (No change at the moment. We may come forward with further proposals/changes.)

Q10: There is no other major changes (only what you have shown), is that correct?

Ans: Yes.

Q11: I was interested to hear that the bar area was increasing at the north end, I am wondering whether there are any consequences as a result to noise nuisance through the night for residents on Northumberland Park.

Ans: When I mentioned the bar earlier, I was talking about an idea we had a couple of years ago for a sky bar up on the top level there, our proposal have effectively withdrawn as an idea. The space is larger but we have convinced ourselves that this is something that is not going to work because the bar area and hopefully you are pleased with the outcome of that.

Above the food store in planning terms it is class as D1/D2 sui generis.

We are applying for as much flexibility as we can - Club office space, educational space and showroom brand centre.

Q13: Joyce Prosser – Can you tell me what heights of those blocks

are and whether there is any car parking for those homes, and with the podium comparing it with the previous plan it looks as if the podium has got smaller?

Ans: In terms of the heights on the residential blocks, there are three levels of commercial space and four levels of residential on the front facing Park Lane and stepping up beside that another 2/3 levels of residential towards the stadium.

Existing stadium approximately 43 metres height which in terms of floor areas which if talking about residential floor would be about 3 metres for each floor, about 14 storey or if office storey would be about 10/11 storey.

That is the height profile of the scheme dropping down to 3 storeys in between of each of the residential block. In terms of the space, the height is effectively the same height as before as I mentioned before we took the view that we should pull this line of buildings back on Park Lane, that is a more forgiving edge to the residential streetscape and itself reduce the width to the podium. The podium is still 30metres wide (down from 40m) which would be half the width of a football pitch in width and double for what you would need for an emergency evacuation, so it is more generous for what you need for football. All this space will be accessible to the public 364 days a year. Ice skating ring in plan size will be same size as the centre circle as up there. The other thing we also did was to recreate more private space between the blocks. What effectively happens is that the residential turned through to 90degrees rather than one long plain, we broke it into four blocks and moved it back in that is why the podium is a different size than before. There are 200 parking spaces that applied for in this area at the back of the commercial space under the residential it is broadly the same number as applied for in the original application or it may have been envisaged that some would have been for the hotel use.

Q14: What sort of residential values are you looking at for the flats and will it be Saville's that would be selling that?

Ans: I do not know.

Q15: Would there be any other business opportunities along the stadium on the podium?

Ans: Good question, we have this entrance here that is big enough to accommodate the number of people who can access the space above, there is space there that could effectively be a frontage and depending on what business or occupier goes in there, that would be their front door so that would be the main opportunity I would thought.

Q16: Would there be access directly from the High Road to supermarket or does everyone need to access it from Northumberland Park.

Ans: Everyone needs to access from Northumberland Park

Q17: What will be done for local businesses?

Ans: In general most local businesses support what we are trying to do, we are the biggest draw to the area and a new enlarged stadium would bring another half a million more visitors a year and we are trying to make this a 365 days a year stadium rather than a 30 days a year one. The facilities inside the stadium will be excellent on non match days and conferences, banqueting parties and various other product launchers to bring more and more visitors in the area and we would like to start ripple effect of the whole area.

Q18: What contributions are you getting from the Council etc for doing this development and you have not been very clear about the s106, is there somewhere where I can get a clear idea as what

that will actually be?

Ans: The existing s106 is a public document and a gripping read and available and it will change as there will be amendments coming from this application. In order to make this scheme viable the club needs Local Government and the Council do its part in terms of infrastructure work and public open space and contribute to making this a better area which in which we are able to develop rather than putting this entire burden on the club and this a discussion we have been having privately and publicly over the last year and half.

Q19: What input are you getting from the Government?

Ans: you will see in a next few day s or weeks there will be an announcement by the Mayor of infrastructure spending that he is bringing into north Tottenham that is going to improve the area around here and improve the infrastructure, public transport and public open space and make this a better place which we are then able to develop as last time round all of that burden was being directed at the club.

Q20: Statement: I think people are very concerned that money supposedly for post riot money that this will all go to Spurs when there is a lot of other projects in the area.

Ans: I can assure you that there are things called state aid rules and in days they have been able to give football club public money voluntarily over, I can assure you there will be no public money going into building of the stadium.

Q21: what about the rest, Sainsbury's, Housing?

Ans: Same answer, no public money.

Q22: No public money at all?

Ans: Correct.

Q22: What about sustainability issues with green architecture?

Ans: There are raft of obligations in the original s106 agreements around carbon reduction particular and a whole host of other green initiatives and there is no indication that any of those obligations will change this time round.

Q23: I am very concerned about car parking, if we are not having any social housing then you can assume that all those people will have a car providing 200 parking spaces for 285 flats will be a problem and also there seems to be no other car park for cars except the Sainsbury's. What will happen on a Saturday?

Ans: Broadly speaking the car parking arrangements remains unchanged, the original application had 401 spaces for the supermarket and that is unchanged, the stadium had approximately 300 or 320 spaces within the stadium and that remains unchanged. The southern development had 400 spaces between the residential development and the hotel and again we are at the numbers of spaces or may it entirely for the residential which when you look at various road user/car users, residential development has a fairly low usage in London because people don't take the car out everyday so I don't think it will be any different to the previous application, you might argue that there would have been more with the hotel.

Q24: What is the time scale, when do you envisage this starting and finishing?

Ans: I can't be specific in terms of starting and finishing dates, obviously you have seen from around the site that we have been progressing with demolition where we can do, we have not entirely secured all of the site yet so we are still in negotiation with

one or two parties, however where we can do we have started demolition, I would like to think that subject to the outcome of the application that we would make a start on the northern development later on this year. The southern development can happen until the stadium has been completed and the stadium is effectively a 3 year project.

Q25: What is the plan for the heritage site to the front?

Ans: The proposals are unchanged from the previous application; we are having various discussions with property surveyors and potential occupiers of space there. I think it is a catch 22 situation until such time that plans have firmed up and work has started, it is very difficult to let these buildings and I think it would be a couple of years at least before we would see tenants being able to go into those buildings. A couple is used by the club at the moment. There is no change to the northern terrace as well.

Q26: Does that mean Tottenham are staying?

Ans: I can assure you that we have been peddling furiously in the last few months and we are trying to make this viable, we assure you that this is a place where energy is focused and we are doing everything we can to deliver the stadium.

Q27: What is going to be done for the rest of Tottenham outside of this development?

Ans: MD – Announcements will be made in due course and there will be reports to Haringey Cabinet. The Council has made funding bids and has been carrying out consultation and Community Listening programmes. The Council is looking to develop an improvement strategy on the following themes:

- investment
- jobs and youth

- quality housing
- better streets and transport
- good community and police relations

Q28: When will the physical changes begin this year? Next Year?

Ans: The Council is working on all the "riot sites" and proposals/improvements will come forward on all these in 2012.

Q29: A promise was made by Spurs to compensate for the dust and disruption that neighbors were experiencing during the Spurs development for residents in Worcester Ave and when the works started, however, we are already going through that now, the dust is unbearable, we have already gone through the trouble with squatters, we are still experiencing problems with dust, are you going to compensate us for all these problems and disruptions or subsidize any works that we need to carry out resulting from your developments?

Ans: I am not aware of any specific discussions about compensation. We have had various discussions in the past with owners of properties in Worcester Ave and of which were all purchased. I think it is well documented that a year ago that there were a number of squatters in those properties and we went to great lengths to remove the squatters and I think it is likely in the next few weeks we will start process of demolishing some of those buildings that are now empty. In terms of the dust, I will take that back to our construction team and I know they have been watering the demolitions works to reduce the dust, I can't say that we haven't caused some dust but equally in London it's fairly dusty and dirty place at times. If you leave your name and address I will arrange for someone to go round and talk to you and I will re-affirm the point about dust management for the remainder of the demolition. Some of which will be close to properties in Worcester Ave, but great care will be taken in limiting

disruption and damage to properties in Worcester Ave.

Q30: I want to know what you are going to do, we want our windows fixed but as we don't know what you are doing to Worcester Ave, it may affect the jobs we want done to our home, also whether you will come along and say you want to have our properties as well. We don't want to waste money spending thousands of pounds doing our place up only to find out we have to move later, we want to know what your plans are.

Ans: I would like to think we would be starting construction on the northern phase later this year and I am happy to have a discussion afterwards with you about noise, dust control and other issues around, noise and disruption.

There are on the planning permission a set of conditions controlling the hours of work, dust control as well. Once the works commence the Council has tight control on hours of operation and working conditions as far as they are able, hopefully that will provide some assurance.

Q31: Is there any possibility of having the underground extended to Northumberland Park Station?

Ans: We would have been delighted if that would have been possible if Government had decided to extend the underground to Northumberland Park, I just don't think this is going to be possible. My first meeting 4 years ago with transport for London they didn't even ask us to contribute to it which is a surprise to us, because it is an enormous project to bring the underground to Northumberland Park, I don't think it would pass the business case, everything to the east is reservoirs and not an area of high density population and as much as we would like an underground station at Northumberland Park I just can't see it happening.

Q32: Cllr Hare – Question about s106, obviously the plans are on

the website for the public to view at what stage would the suggested s106 obligations and anything else that is related to that be available to the public.

Ans: MD – Publication of the the Planning Cttee 13/2/12 Agenda on 3-4th 2/12. (Cabinet Report on 7/2/12).

Q33: Was there no alternative? For example - getting Tottenham Hotspur out of Tottenham and to use that large space for something more ambitious, in terms of housing, business and activity which would have more engagement from the Mayor?

Ans: The Unitary Development Plan was designed and developed in 2006 and that was developed thru public consultation and that resulted in the Council approving for this area the re - development of the stadium with associated development.

Since then Spurs has been developing a proposal to bring that forward and this is a second reiteration of that.

We also have been over the last 3 months carrying out public consultation about what people want for the this area as a result of the riots and that is being considered and looked at the moment. We will put that in the public domain in due course.

In the meantime the agreed plan for this part of Tottenham is that the Council and the Mayor supports in principle the stadium and associated development and area wide regeneration. Council has been working on this over the last couple of years and there has been no objection to this from Planning Cttee or from the local community/cllrs.

Q33: Statement: What if Spurs pull out as they were desperate to go to Stratford, what will happen to all these plans if they find somewhere else to go?

Statement: Tottenham Traders Partnership: I have consulted with a lot of people around here and the TTP fully supports the Council and a lot of businesses in this area will close down if Spurs moves out. Spurs will stay but they need some help from the Council and Central Government and local people to support them. The sooner we get our fingers out and help them the better this place will be.

Marc Dorfman thanked everyone for attending and contributing to the meeting, wished everyone a safe journey home and that if anyone wanted to discuss anything further please stay behind and he will be happy to answer any questions.

End of meeting.

DESIGN PANEL MINUTES



Haringey
Thursday 12th

Design Panel no.30
January 2012

ATTENDANCE

Panel

Deborah Denner
Stephen Davy
Gordon Forbes
David Kells
Chris Mason
Peter Sanders

Observers

Richard Truscott (Facilitator) Haringey Council
Marc Dorfman Haringey Council
Mortimer MacSweeney Haringey Council

The following scheme was considered by the Panel:

1) Spurs Amendments

Paul Phillips Tottenham Hotspurs – Client
Jeremy Fisher KSS architects
Richard Serra Savills - planning consultants

2) 638 Tottenham High Road, N17 (former “Carpetright”)

Nick Sharp Montague Evans
Stewart Drummond Rolfe Judd architects

3) Aldi store, 570 Tottenham High Road N17

Gary Humphreys The Harris Partnership – architects
John Norman Haringey Council, Tottenham Regeneration Programme

1) Presentation of the Tottenham Hotspurs planning amendments

The existing application is to be revised due to viability concerns on behalf of Tottenham Hotspurs. The development to the North of the Stadium retains the footprint, elevation to Northumberland Park Road, superstore and car park with minor amendments to the right of light to neighbours. The “Sky Bar” on the roof of the superstore will be 5 metres higher and will utilise the podium area to increase its size.

The South development, currently with outline approval for housing, retail and a hotel, is amended to increase the number of private residential units from 200 to 285 with 14,000m² lettable space for D2 usage including a 2,500m² anchor unit on Park Lane, but without the previously proposed hotel. The height of the revised plan will just break the line of the stadium roof. There will be two entrances for residents, one for match days and the other for everyday use.

Panel Questions

The panel questioned what had happened to the hotel, now omitted from the plans. The cause was explained to be lack of interest from 4 star operators, however a residential block could be converted if interest was found. The applicants clarified that the Southern development remains an outline application with parameter plans and most other matters reserved.

Details of the additional residential units were questioned, revealing that they are a mix of 1-2 beds, some single aspect, all for private sale. This is to re-address the deficit within the viability and to rebalance the large amount of social housing in the area. The amenity spaces will be communal, private to residents, a level above the podium level. Concern over crowd control in the reduced width podium was also raised; however the best available modelling has been carried out with the narrowest points in the crowd circulation areas being reduced from 40m to 30m width, in comparison with the Emirate Stadiums 10m, and giving more space behind the listed Warmington House.

The panel also questioned the new uses in the Northern application; the applicants suggested education or a brand centre (showroom for sponsors or naming rights sponsors). Regarding the podium, as before 4no. lifts will give wheelchair access and anti-terrorism barriers are to be built into the landscaping. The applicants assured that landscaping between the blocks would be carefully thought about with the same external materials for public spaces as previously proposed, although the MUGA had been removed and the application team now contained their third landscape architects.

Panel Observations

1. Concerns for the effect of the planned supermarket and fitness centre on the wider regeneration of Tottenham were raised; they would be competing with others in the local area, including the planned new Aldi and Fitness First further down Tottenham High Road. This could not only impact on the viability of existing businesses but change the nature and focus of the High Road. Panel members commented that the vague proposals for uses in the extension to the northern block did not inspire confidence.
2. The panel raised concerns with the large scale of the southern residential block. They appreciated that the finger blocks could have some design advantages in comparison to the one long block previously proposed, but expressed concerns at the form and massing of the blocks, quality of materials suggested and particularly at the

way the southern ends of the fingers project over the podium edge, seeming to hang over the street.

3. The panel expressed concern at the high number of single aspect flats; most would be, apart from corner flats and rooftop “penthouses”. They also felt that clarification was needed on what is happening with the roof terraces. Private outdoor amenity space for adjacent flats could be an acceptable use, but designs should incorporate and anticipate that, if that was intended.
4. The small number of entrances and the long dark corridors were also questioned in regards to the resident’s quality of life. Clarity and safety of residents arrival from the street needed addressing, so that the location of a single, appropriate “front door” to each residential block was obvious and convenient.
5. The panel considered that the residential blocks should to have a bolder design and form to compliment the innovative stadium. High quality design standards and external materials need to be pushed for. A long elevation along Park Lane is essential for full consideration of the quality of the proposals.
6. Site wide landscaping was highlighted as very important to the scheme which needs a decent budget allocated to it. Landscaping details on the current application are not clear enough. They highlighted that the podium would still be mostly overshadowed

Consensus and Conclusions

7. Overall the panel were concerned that the proposals were out of scale with their surroundings. Whilst it could be understandable for the stadium to contrast dramatically, neighbouring blocks that were not conceived as architecturally complimentary with the stadium should mediate between its scale and that of its surroundings.
8. They were further concerned that the two proposals were not of the same architectural quality as the proposed stadium; the proposed residential “finger blocks” in particular could be prosaic, especially as they were identical, showed no variation. The podium and complimentary buildings at the Emirates, although simple, work well. The “finger blocks” here showed no imagination and could be anywhere.
9. In regeneration terms there was concern that it needs give more back to the surrounding area; if funding is slow to come in it could blight the area. Regarding phasing they felt the supermarket should not be the first element to be opened.
10. Finally they stressed the importance of pushing for high quality housing and landscaping.

PLANNING HISTORY

Relevant Planning History (since 1988)
White Hart Lane Stadium

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/36622	Refurbishment of east stand to meet with Safety of Sports Ground Act requirements, including new roof and external cladding, new toilets, refreshment areas, new seating and boxes, provision of new souvenir shop. Demolition of No 65 - 71 Park Lane and erection of new maintenance compound. Removal of existing floodlight towers, installation of new floodlighting at roof level on east and west stands.	No decision
HGY/37689	Erection of ten turnstile entrances and rebuilding of boundary wall.	Approved – 14/09/1988
HGY/1989/0713	Erection of new north stand (outline application).	Withdrawn – 4/12/1992
HGY/1992/1198	Erection of new roof over existing north stand.	Approved – 22/12/1992
HGY/1992/1199	Erection of a two storey building for use as ground floor shop and first floor exhibition/hall of fame.	Approved – 22/12/1992
HGY/1992/1424	Erection of new roof over existing south stand.	Approved – 10/05/1993
HGY/49935	Erection of a single storey building for extension to shop.	Approved – 19/09/1995
HGY/1995/1195	Construction Redevelopment of North Stand, involving demolition of the bars, lounges, restaurants and new elevation to Paxton Road. of extended lower tier, new upper tier, new concourse, toilets, existing upper tier and associated accommodation.	Approved – 09/01/1996
HGY/1993/1209	Erection of new south stand.	Approved – 14/03/1996
HGY/1997/0017	Removal of condition attached to HGY49935 granting temporary permission for the erection of a single storey extension to shop.	Approved – 04/03/1997
HGY/1997/0879	Display of advertising panel comprising 2 sponsor panels and a scoreboard screen.	Approved – 08/07/1997
HGY/1998/0923	Erection of five storey office block above existing single storey ticket office block.	Approved – 15/12/1998
HGY/1999/0810	Installation of illuminated hanging sign beneath proposed entrance canopy.	Approved – 03/08/1999
HGY/1999/0812	Installation of new ramped entrance to west stand with balustrade and metal canopy over.	Approved – 03/08/1999
HGY/2000/0574	Redevelopment of the existing east stand to form a new three tier stand with increased capacity and improved spectator facilities. Consultation letter re details of traffic report, landscaped/streetscape improvements, applicants planning statement, report on TV reception.	No decision*
HGY/2001/0289	Erection of 6 x mounted antennae, associated equipment housing cabinets, single shark fin antenna, and microwave dishes on the existing roof structure of the THFC south stand, Park Lane, N17	Approved – 13/03/2001
HGY/2003/1230	Use of site for parking of 246 cars and erection of a single storey building for use as temporary members club for a period of 5 years	Withdrawn – 06/08/2003
HGY/2003/1391	Use of site for parking of 46 cars and erection of a single storey building for use as temporary members club for a period of 5 years	Approved – 16/08/2003
HGY/2007/1568	Laying out of former ball court as car park and hardstanding with	Approved –

	associated fencing.	14/09/2007
HGY/2009/0296	Continued use of land as a car park for 46 cars and the retention of a single storey building for use as a member's club office for a further temporary period of three years.	Approved – 07/04/2009
HGY/2009/2000	Demolition and comprehensive redevelopment of a stadium (Class D2) with hotel (Class C1), retail (Class A1 and or A2 and or A3 and or A4 and or A5) museum (Class D1), offices (Class B1) and housing (Class C3); together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and related works.	Withdrawn – 20/05/2010
HGY/2009/2001	Conservation Area Consent for demolition of 734-740, 742, 744a, 746, 748, 750, 752s, 752b, 752c, 754-766, 768-772, 776, and 778-788 High Road N17, Paxton Hall, Paxton Road, London N17, 2-6 Northumberland Park, London N17 and any other buildings and structures within the curtilage of these buildings on land bordered by Northumberland Park London N17 to the north, High Road London N17 to the west, Park Lane London N17 to the south and Worcester Avenue London to the east within the North Tottenham Conservation Area in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and related works.	Withdrawn – 20/05/2010
HGY/2009/2002	Listed Building Consent for demolition in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and related works.	Withdrawn – 20/05/2010
HGY/2009/2003	Listed Building Consent for demolition in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and other related works.	Withdrawn – 20/05/2010
** No reference	Listed Building Consent for alterations in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and other related works.	Withdrawn – 15/02/2010
** No reference	Listed Building Consent for the making of repairs in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and other related works.	Withdrawn – 15/02/2010

*Members resolved to grant planning permission on 24/012/2001 subject to the signing of a S106 agreement. This agreement was never signed therefore no decision was ever issued.

** Applications were withdrawn before they were validated by the Council

Planning History – Land To The North of the Stadium

Northumberland Park

Planning Reference Number	Address	Description of Development	Decision/Date
OLD/1949/0490	12-50 Northumberland Park N17	Retention and use of buildings for garaging motor cars and vans, erected under temporary consent now expired.	Approved – 09/05/1949
OLD/1950/0438	12-50 Northumberland Park N17	Retention and use of temporary building to house generator. (Erected under temporary consent now expired).	Approved – 11/01/1950
OLD/1951/0377	6-8 Northumberland Park N17	The continuation of the use of the premises for engineering, including welding and of the land for storage purposes.	Approved – 14/02/1951
OLD/1952/0391	6-8 Northumberland Park N17	The erection and use of extension for light industrial purposes on land at rear, removal of existing assembly and spraying shops and alterations to forecourt and entrance from Northumberland Park.	Approved – 03/09/1952
OLD/1953/0428	12-50 Northumberland Park N17	Erection of administrative & drawing offices.	Approved – 07/01/1953
OLD/1953/0430	6-8 Northumberland Park N17	The retention of industrial and storage buildings.	Approved – 07/01/1953
OLD/1963/0655	6-8 Northumberland Park N17	Rear of Erection of building for case harding metals.	Approved – 05/11/1963
OLD/1965/0696	6-8 Northumberland Park N17	Erection of building for use as machine shop for general engineering business.	Approved – 09/12/1965
OLD/1967/0661	12-50 Northumberland Park N17	Extension to existing factory.	Approved – 23/11/1967
OLD/1967/0667	6-8 Northumberland Park N17	Erection of 2 storey building for use as machine shop.	Approved – 05/04/1967
OLD/1968/0673	12-50 Northumberland Park N17	Extension to existing factory.	Approved – 06/05/1968
OLD/1975/0976	6-8 Northumberland Park N17	Erection of two storey extension to workshop building to providing storage on ground floor and offices on first floor.	Approved – 02/06/1975
OLD/1979/1030	Don Works 10 Northumberland Park N17	Erection of workshop for light engineering purpose & demolition of existing timber stone and part of shed erection of larger store.	Approved – 30/07/1979
OLD/1987/1449	12-48 Northumberland Park London N17 OTX London	Change of use of up to 50% of premises to warehouse use.	Approved – 28/09/1987
OLD/1987/1450	12-48 Northumberland Park London N17 OTX London	Subdivision into a industrial units, provision of ancillary parking and loading areas. Alterations to elevations.	Approved – 07/05/1987
OLD/1987/1451	12-48 Northumberland Park London N17 OTX London	Sub division of former unit 9 into 2 units.	Approved – 28/09/1987
OLD/1987/1453	Benjamin Oswald Removals 6-8	Existing entrance to be divided into two separate entrance.	Approved – 03/03/1987

	Northumberland Park London N17 OTX London		
OLD/1987/1454	10 Northumberland Park London N17 OTX London	Erection of single storey building for use as maintenance workshop and store, provision of two car parking spaces and loading apron, and demolition of existing open sided store buildings.	Approved – 12/01/1987
OLD/1988/1405	12-48 Northumberland Park London N17 OTX London	Subdivision of unit three into 3 small industrial units.	Approved – 28/09/1988
OLD/1989/1464	Don Works 10 Northumberland Park N17	Demolition of existing industrial buildings and erection of new industrial and warehousing buildings to be used as retail nursery unit (scheme B).	Approved – 02/05/1989
OLD/1989/1465	Don Works 10 Northumberland Park N17	Demolition of existing industrial building and erection of new industrial and warehouse buildings. (Scheme A)	Approved – 02/05/1989
HGY/1989/0073	Unit 4 12 - 28 Northumberland Park London N17 London	Erection of single storey industrial unit.	Approved – 07/11/1989
HGY/1991/0838	Unit 5 Northumberland Park Industrial Estate Willoughby Lane London N17	Subdivision of existing industrial unit to form 2 separate units to be used for auto electronics and car valeting.	Approved – 01/10/1991
HGY/1997/0182	10 Northumberland Park London N17 OTX London	Change of use of premises from industrial to a community centre for the elderly and disabled with ancillary use as a community sports hall.	Refused – 15/04/1997
HGY/1998/0847	2- 6 Northumberland Park London N17 OTX	Clearance of site to form transport yard. Improved access to the site, including widened crossover and new gates.	Approved – 13/10/1998
HGY/1998/0897	2-6 Northumberland Park London N17 OTX	Demolition of boundary wall to No.4 Northumberland Park to create wider access and crossover to the site.	Approved – 13/10/1998
HGY/1999/0024	54 Northumberland Park London N17 OTX London	Change of use of existing property from (C3 Use) to D1 (non - residential institution).	Approved – 09/03/1999
HGY/1999/0466	2- 6 Northumberland Park London N17 OTX	Installation of new metal gates.	Pending
HGY/2000/0185	2- 6 Northumberland Park London N17 OTX London	Alteration to building to allow use as office, erection of temporary industrial storage sheds.	Approved – 24/05/2000
HGY/2001/0454	Unit 1, 12 – 48 Northumberland Park N17 OTX London	Erection of ground and first floor extensions to existing industrial buildings.	Approved – 10/05/2001
HGY/2001/1384	8 Northumberland Park N17 OTX London	Extension to existing garage building.	Approved – 06/11/2001
HGY/2002/1056	Land adjacent Unit 9, 14 - 18 Northumberland Park London N17	Construction of new flat roof and enclosure of existing yard and use as B8 (storage & distribution).	Refused – 10/09/2002
HGY/2004/1520	Unit 3, 8 Northumberland Park London N17 OTX London	Alterations to roof including raising of roof line and change of design.	Approved – 24/08/2004

HGY/2006/0737	Unit 5, 12 – 48 Northumberland Park N17 0TX London	Change of use of premises from warehouse/factory to members only snooker club with sale of alcohol.	Withdrawn – 23/08/2006
HGY/2006/1303	Unit 5, 12 - 48 Northumberland Park London N17 London	Change of use of first floor of premises from warehouse/factory to members only snooker club with sale of alcohol.	Refused – 22/08/2006
HGY/2007/1873	Rear of 2 - 6 Northumberland Park London N17 0TX London	Demolition of temporary structures and erection of a 4 storey building comprising 890sqm of B1 office space, and nine flats consisting of 6 x two bed units and 3 x four bed units.	Refused – 16/10/2007

Paxton Road

Planning Reference Number	Address	Description of Development	Decision/Date
OLD/1953/0456	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Use of land on the east side of Barber and Co.'s premises, for industrial purposes.	Approved – 14/05/1953
OLD/1954/0464	1-5 Paxton Road N17	Erection of 2 storey extension at rear use as storeroom & lavatory.	Approved – 09/02/1954
OLD/1956/0569	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Erection and use of garage and store buildings.	Approved – 01/02/1956
OLD/1956/0570	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Erection and use of a covered way.	Approved – 05/03/1956
OLD/1956/0571	Paxton Works Paxton Road N17	The change of use of an existing factory building to the manufacture of wooden packing cases.	Refused – 05/10/1956
OLD/1957/0508	Paxton Works Paxton Road N17	The erection of an open-sided store to provide protection for timber (Used for manufacture of packing cases).	Approved – 01/11/1957
OLD/1957/0509	1-5 Paxton Road N17	Conversion of existing premises to form a garage on the ground floor with residential.	Refused – 13/03/1957
OLD/1958/0498	1-5 Paxton Road N17	Erection and use of private garages with residential accommodation over.	Approved – 11/03/1958
OLD/1960/0787	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Extension to factory.	Approved – 04/11/1960
OLD/1961/0808	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Extension of the east side of existing buildings.	Approved – 22/03/1961
OLD/1961/0809	Paxton Works Paxton Road N17	The erection and display of an illuminated fascia sign.	Approved – 13/09/1961
OLD/1964/0805	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Erection of lean-to structure for the storage of machinery.	Approved – 02/10/1964
OLD/1966/0698	Paxton Works Paxton Road N17	Replacement of factory demolished by fire.	Refused – 20/06/1966
OLD/1966/0699	Paxton Works Paxton Road N17	Rebuilding, printing and bookbinding works after destruction by fire. (Completed April 1967)	Approved – 17/10/1966
OLD/1967/0693	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Erection of extension to offices.	Approved – 14/06/1967
OLD/1967/0694	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Details of extension to offices.	Approved – 01/08/1967
OLD/1968/0719	Messrs Edward	Formation of access to car park from	Approved –

	Barber and Co. Ltd. Paxton Road N17	Worcester Avenue.	20/09/1968
OLD/1970/0923	31 Paxton Road N17	Erection of single storey extension.	Approved – 20/01/1970
OLD/1973/1427	Paxton Road N17	Formation of ballroom & restaurant under existing ball court & conversion of printing works into caretakers flat and ancillary restaurant rooms.	Approved – 11/07/1973
OLD/1974/1250	1-7 Paxton Road & Crown Road N17	Expansion of industrial estate.	Approved – 12/02/1974
OLD/1975/1047	1-7 Paxton Road & Crown Road N17	Erection of a single storey factory building for light industrial use approx 6,000 sq. ft. floor area.	Approved – 04/07/1975
OLD/1975/1048	1-7 Paxton Road & Crown Road N17	Erection of a single storey religious meeting hall and ancillary accommodation.	Approved – 22/12/1975
OLD/1976/1059	1-7 Paxton Road & Crown Road N17	Erection of a single storey factory building for eight industrial use to connect up to existing factory building pairing surrounding area incorporating a garage for 2 vehicles and parking space for 7 cars. (Details).	Approved – 31/03/1976
OLD/1977/1038	Paxton Road & Crown Road N17	Use of land for vehicular parking.	Approved – 14/04/1977
OLD/1977/1039	1-5 Paxton Road N17	Change of use from residential to commercial.	Approved – 20/01/1977
OLD/1979/1094	Paxton Road N17	Enclosure of existing ground floor storage space.	Approved – 08/08/1979
OLD/1988/1488	Edward Barber & Co Ltd Paxton Road London N17 0BS London	Erection of single storey office extension.	Approved – 20/06/1988
HGY/1990/0776	74 Paxton Road London N17 London	Retention of 2 existing self-contained flats.	Refused – 20/08/1990
HGY/1991/0337	7 17 Paxton Road London N17 London	Reconstruction of Kingdom Hall place of worship.	Approved – 12/08/1991
HGY/1992/0924	Paxton Hall Paxton Road London N17 London	Change of use from Salvation Army Hall to mail order merchandising (Class B1/B8).	Approved – 29/09/1992
HGY/1994/0167	Edward Barber Factory Paxton Road London N17 London	Alterations to single storey toilet accommodation. Formation of first floor office extension.	Approved – 29/03/1994
HGY/1994/0432	Kingdon Hall 7 - 17 Paxton Road London N17 London	Enlargement of building by erection of 2 storey side extension and additional first floor. External alterations.	Approved – 28/06/1994
HGY/1995/1421	5 Paxton Road	Use of premises for A3 (Restaurant) use (Lawful Development Certificate – Existing).	Withdrawn – 20/12/1995
HGY/1998/0406	Kingdom Hall Of Jehovah's Witnesses Paxton Road London N17	Refurbishment works including blocking up of windows and installation of air- handling system.	Approved – 09/06/1998
HGY/1999/0319	29 – 31 Paxton Road	Demolition of existing building and rebuilding of ½ storey workshop building with ancillary office.	Approved – 11/05/1999

HGY/2003/0064	Corner Of Paxton Road & High Road London N17	Display of externally illuminated advertisement hoarding.	Approved 11/03/2003	-
HGY/2003/1230	Junction Worcester Av and Paxton Road.	Use of site for parking of 246 cars and erection of a single storey building for use as temporary members club for a period of 5 years.	Withdrawn 06/08/2003	-
HGY/2003/1391	Junction Worcester Av and Paxton Road.	Use of site for parking of 46 cars and erection of a single storey building for use as temporary members club for a period of 5 years.	Approved 16/08/2003	-
HGY/2003/1451	Site Junction Worcester Avenue And Paxton Road London N17	Display of non illuminated vertical banner signs.	Approved 16/09/2003	-
HGY/2004/0133	29 - 31 Paxton Road London N17 London	Approval Of Details pursuant to Condition 3 (materials) attached to planning application ref HGY/056296.	Approved 03/02/2004	-
HGY/2005/1105	1-5 Paxton Road London N17	Outline planning application for the demolition of existing building and erection of 3 storey mixed use development with retail space at ground floor level and 4 x 2 bed and 4 x 1 bed dwellings at first and second floor level.	Refused 22/09/2005	-
HGY/2006/0123	1-5 Paxton Road London N17 London	Outline planning application for the demolition of existing building and erection of three storey mixed use development with commercial units on ground floor and ancillary office space at first and second floor levels.	Refused 06/09/2006	-
HGY/2006/2363	Paxton Hall, Paxton Road Tottenham London N17 0BS	Conservation Area Consent for demolition of Paxton Hall to facilitate operational enhancements for Tottenham Hotspur Football Club.	Withdrawn	-
HGY/2006/2484	Car Park, Former Edwin Barber Factory, Paxton Road Tottenham London N17	Erection of single storey portakabin and freestanding external canopy.	Approved 01/02/2006	-
HGY/2007/0159	Former Edwin Barber Factory Paxton Road	Display of non-illuminated advertising hoarding.	Approved 27/02/2007	-
HGY/2009/0296	Junction Worcester Av and Paxton Road.	Use of land as a car park for 46 cars and the retention of a single storey building for use as a member's club office for a further temporary period of three years.	Approved 07/04/2009	-

740 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1950/0256	Erection & display of a neon sign.	Approved – 14/06/1950
OLD/1953/0241	Alterations to boiler house & lavatory accommodation & roofing in part of yard.	Approved – 04/11/1953
OLD/1984/0606	Demolition of existing light industrial building + change of use of land to car parking.	Approved – 01/02/1984
OLD/1989/0624	Erection and display of 1x96 sheet and 3x48 sheet advertisement loadings.	Approved – 25/07/1989
HGY/1990/0299	Display of 1 x 96 sheet, 2 x 48 sheet and 1 x 16 sheet advertisement hoardings (revisions to existing display).	Approved – 24/04/1990
HGY/1992/1191	Erection and display of advertisement display panels.	Withdrawn – 10/04/1992

742 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/2003/0066	Display of externally illuminated advertisement hoarding.	Approved – 11/03/2003

744 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1961/0371	Use of premises as funeral home (undertakers).	Approved – 15/03/1961
OLD/1964/0352	Erection and display of an illuminated sign.	Approved – 24/09/1964
OLD/1966/0601	Change of use of second floor room from residential accommodation to offices.	Refused – 05/01/1966
OLD/1967/0591	Erection of wooden hut on forecourt for use as sales kiosk.	Refused – 01/08/1967
OLD/1972/0468	Erection of single storey building at rear to be used a club for and lounge.	Approved – 14/07/1972
OLD/1978/0484	Use of second floor as a club.	Approved – 25/05/1978
OLD/9999/2675	Renovation of listed grade II building in conjunction with sports centre redevelopment.	No Decision
OLD/9999/2676	Listed building consent for rebuilding of front boundary walls.	No Decision
HGY/1989/1160	Display of externally illuminated fascia sign (listed building consent).	Approved – 13/05/1990
HGY/1989/1162	Display of externally illuminated fascia sign.	Approved – 13/05/1990
HGY/2000/0987	Rebuilding of front boundary wall.	Approved – 18/08/2000
HGY/2000/1001	Listed Building Consent for rebuilding of front boundary wall.	Approved – 18/08/2000

744a High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/1989/1013	Installation of new shop front (retention of unauthorised works).	Refused – 13/07/1990
HGY/2008/0301	Retention of 1 x internally illuminated advertising hoarding.	Refused – 27/03/2008

750 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1960/0338	Erection & display of illuminated swing sign.	Approved – 14/09/1960
OLD/1961/0373	Erection & display of illuminated box sign.	Approved – 21/08/1961
OLD/1962/0340	Erection & display of illuminated sign.	Approved – 11/01/1962
OLD/1964/0355	Alterations to side elevation the installation of tea bar.	Approved – 08/10/1964
OLD/1970/0436	Display of two illuminated box signs, one illuminated board sign and one illuminated cube sign.	Approved – 07/01/1970
OLD/1973/0552	Erection of extension to rear of public house.	Approved – 19/10/1973
OLD/1974/0547	Display of illuminated fascia sign illuminated projecting box sign.	Approved – 13/05/1974
OLD/1988/0602	Alterations to public house/night club.	Approved – 21/01/1988
OLD/1988/0603	Display & illuminated fascia sign and amenity boards.	Approved – 29/08/1988
HGY/1998/0518	Installation of illuminated signs.	Approved – 07/07/1998
HGY/2003/1340	Alterations to ground floor fenestration.	Approved – 23/09/2003

754 – 758 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1972/0469	Self-containing of 3 maisonettes and erection of external staircase at rear.	Approved – 26/07/1972
OLD/1972/0470	Self-containing of 3 maisonettes and erection of external staircase at rear.	Approved – 26/07/1972
OLD/1968/0589	Use of ground floor shops as an amusement arcade.	Refused – 05/02/1968
OLD/1968/0590	Use of ground floor shops as an amusement arcade.	Refused – 05/02/1968
OLD/1977/0931	Self-containing of 3 maisonettes and erection of external staircase at rear.	Withdrawn – 27/07/1977
OLD/1977/0932	Self-containing of 3 maisonettes and erection of external staircase at rear.	Withdrawn – 27/07/1977
HGY/1991/1076	Erection of single storey building to the rear for	Approved –

	storage purposes.	02/12/1991
HGY/1996/1068	Change of use of the ground floor from retail to office use	Approved – 24/09/1996

760 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1966/0346	Erection and display of illuminated fascia sign.	Approved – 15/08/1966
OLD/1971/0429	Change of use of ground floor from laundrette to fried fish shop & restaurant.	Approved – 28/10/1971
OLD/1972/0471	Display of illuminated projecting box sign.	Approved – 02/05/1972
OLD/1972/0472	Construction of single storey extension and covered way.	Approved – 04/10/1972
HGY/1991/1082	Installation of new shop front.	Withdrawn – 23/12/1991

Outside 762 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/2007/1923	Display of 1 x internally illuminated poster display sign on BT payphone kiosk	Refused – 06/11/2007
HGY/2007/2025	Replacement of BT payphone kiosk.	Refused – 08/11/2007
HGY/2009/0735	Display of 1 x freestanding illuminated advertising panel and public payphone attached to the reverse side of the panel.	Pending Decision

No.766 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1956/0289	Proposed modification of advertisement sites on the flank wall.	Approved – 15/03/1956
OLD/1956/0290	Use of ground floor premises for car sales and car hire (Upper part residential).	Approved – 10/04/1956
OLD/1956/0291	Use of ground floor premises for a jobbing printer (With office and display window).	Approved – 14/06/1956
OLD/1957/0266	Installation of new shop front.	Approved – 27/06/1957
OLD/1957/0438	Use of upper floor as showrooms, offices and stockrooms (In connection with the retail furnishers' business in the ground floor shop).	Refused – 07/10/1957
OLD/1963/0321	Change of use of ground floor shop premises from a retail Furniture shop to an Estate Agents Office.	Approved – 15/02/1963
OLD/1966/0518	Determination use of ground floor premises for retail sale of tyres, batteries and motor accessories and tyre service in rear covered yard and garage.	Not Required – 19/12/1966
OLD/1977/0471	Change of use to sandwich bar.	Approved –

		18/11/1977
OLD/1979/0484	Installation of new shop front.	Approved – 08/08/1979
HGY/1989/0467	Installation of new shop front.	Approved – 12/02/1990
HGY/1991/0336	Display of illuminated shop fascia signs.	Approved – 17/06/1991

774 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1959/0267	Conversion of Doctor's residence for use as a dairy distribution depot, offices, & flat on the upper floor.	Approved – 08/08/1959
OLD/1959/0268	Conversion of Doctor's residence for use as a dairy distribution depot, offices, & flat on the upper floor.	Approved – 30/11/1959
OLD/1961/0376	Erection of cover to yard space for the loading & unloading of vehicles.	Approved – 15/02/1961
OLD/1961/0377	Installation of a milk vending machine.	Approved – 31/05/1961
OLD/1964/0356	Erection of cold room & extension of covered way.	Approved – 28/07/1964
OLD/1965/0317	Proposed cold room, egg & butter store & extension to covered way.	Approved – 14/10/1965
OLD/1984/0612	Use for embroidery and dress manufacturing.	Approved – 17/01/1984
OLD/1985/0553	Change of use from offices and depot to funeral shop and administrative offices and construction of storage and workshop areas.	Approved – 15/04/1985
OLD/1985/0554	Listed building consent for alterations including relocation of partitions, external renovations and landscaping of front garden.	Approved – 22/10/1985
OLD/9999/0384	Proposed builders yard & offices.	Withdrawn
OLD/9999/2701	Display of externally illuminated sign.	No Decision
OLD/9999/2702	Display of externally illuminated fascia sign (Listed Building Consent).	No Decision

776 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1968/0326	Display of illuminated pole sign and illuminated fascia sign.	Approved – 14/08/1968
OLD/1969/0226	Erection of building for use as dairy depot with ancillary offices.	Approved – 23/09/1969
OLD/1969/0345	Erection and use of a fascia sign on canopy.	Refused – 07/05/1969
OLD/1974/0252	Display of globe sign in existing space, specially mounted on flood light pole.	Approved – 08/03/1974
OLD/1974/0252	Installation of fire alarm and AC detector and fire/telephone cabinet in existing sale service petrol or filling station.	Approved – 22/07/1974
OLD/1974/0258	Display of open 24-hour sign in existing space with ancillary offices and workshop; and the installation of a petrol service station.	Approved – 20/08/1974
OLD/1976/0467	Display of a set of white store enamelled metal letters at petrol service station.	Approved –

	1st floor level.	30/04/1976
OLD/9999/0385	Display of illuminated fascia sign on canopy.	Withdrawn
OLD/9999/2703	Display of internally illuminated advertisement signage including 5.8m high totem sign fascia and related signage.	No Decision
HGY/1989/1057	Alterations to existing petrol filling station including installation of new shop front to existing sales building and extension to existing canopy.	Approved – 21/12/1989
HGY/1993/1277	Display of internally illuminated advert signs and 4.1 metres high free standing sign and a 5.2 metres totem sign.	Approved – 25/01/1993
HGY/1994/1533	Display of internally illuminated signage, fascia signs and pole sign	Approved – 07/03/1995
HGY/1994/1542	Redevelopment of petrol filling station including new pumps, canopy, shop, car wash and jet wash, alterations to existing accesses.	Approved – 07/03/1995
HGY/1998/0152	Change of use of existing warehouse building to car repair workshop and garage, including MOT testing.	Approved – 14/04/1998
HGY/1998/1475	Installation of body shop facilities including spray booth.	Approved – 15/12/1998
HGY/2004/1591	Decommissioning of existing petrol filling station and change of use of existing kiosk to retail (A1).	Approved – 24/08/2004
HGY/2004/1607	Display of non-illuminated shop fascia and canopy-edge fascia signage.	Approved – 24/08/2004

782 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1986/0566	No. 782 + Rear of 1 Wingate Trading Estate. Use of existing void premises for North Tottenham Housing Area Office.	Approved – 14/02/1986
OLD/1986/0568	Use of vacant factory premises for North Tottenham Housing Area Offices.	Approved – 14/02/1986
HGY/2000/1641	Erection of a single storey rear extension with flat roof.	Approved – 27/12/2000

784 – 788 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/1996/1153	Erection of Inter-Phone payphone kiosk (Part 24 Determination)	Approved – 22/10/1996
HGY/2000/1226	Display of non-illuminated advertisement on 1st floor level of front elevation.	Refused, 24/10/2000
HGY/2002/0638	Erection of new 1000 mm high black iron fencing to front terrace area to divide terrace from High Road pavement.	Approved – 03/07/2002
HGY/2005/1795	Alterations to elevations including changes to fenestration and doors and provision of 1 x condenser unit.	Approved – 22/11/2005
HGY/2007/0573	London Alterations to elevations including changes to fenestration and doors and provision of 1 x condenser unit.	Approved – 08/05/2007

796 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/1998/1560	(Listed Building Consent). Internal alterations to convert building to form 5 self contained flats. Demolition of rear extensions. Re-instatement of rear elevation.	Approved – 14/09/1999
HGY/1998/1561	Conversion of existing premises to form 5 self contained flats. Construction of 3 x 2 bedroom mews units in place of garage / workshop to rear of premises.	Approved – 14/09/1999
HGY/2000/0151	Change of use and conversion of property into an hostel for the homeless.	Refused – 01/06/2000
HGY/2000/0152	Erection of 2 No live in/ work units (coach house) to rear of property.	Withdrawn – 15/02/2000
HGY/2000/0153	Removal of rear ground floor extension, internal alterations to form new bathrooms, kitchens, partitions, new doors, rear wall, new light wells external finishes of white painted render.	Refused – 01/06/2000
HGY/2000/0205	Listed Building Consent for works to create 2 no. live, work units in coach house rear yard of listed building.	Withdrawn – 19/07/2001
HGY/2000/0717	Approval Of Details pursuant to Conditions 5, 6, 9, 11 & 12 attached to planning permission HGY55878 regarding ductwork, plumbing on external faces, materials and finishes of windows, hard and soft landscaping, and dustbin enclosure also minor amendments to approved scheme.	Approved – 11/05/2001
HGY/2005/2243	Erection of 4 x 2 storey one bed live/work units.	Refused – 31/01/2006

806 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1983/0581	Use of part of ground floor as retail shop for the sale of books and stationery.	Approved – 15/02/1983
OLD/1983/0582	Use of part of ground floor as retail shop for the sale of books and stationery.	Approved – 15/02/1983
OLD/1988/0610	Change of use from existing light industrial to class 2A for use as an industrial employment agency.	Approved – 11/02/1988
OLD/1988/0611	Change of use from existing light industrial to class 2A for use as an industrial employment agency.	Approved – 11/02/1988
OLD/1988/0612	Change of use from storage to retail shop.	Approved – 13/09/1988
OLD/1988/0613	Change of use from storage to retail shop.	Approved – 13/09/1988
HGY/1989/1327	Change of use of ground floor from retail (A1) to financial services (A2).	Approved – 02/03/1990
HGY/1992/0022	Change of use of part of ground floor from office to minicab office.	Approved – 13/04/1992
HGY/1997/1774	Alterations to first and second floors. Formation of 4 x 1 bedroom self-contained flats on the first	Approved – 03/02/1998
HGY/2001/0356	Conversion of property into 4 x 1 bed houses with off street parking for 4 cars.	Refused – 24/04/2001

810 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/1992/0934	Demolition of two shop units to the front of the site. Demolition of rear wc extension. Opening up coach arch access. Restoration of building for offices (class A2 and B1).	Approved – 22/12/1992
HGY/1992/0936	Demolition of two shop units to the front of site. Demolition of rear wc extension. Opening up coach arch access. Restoration of building for offices (Class A2 and B1).	Approved – 22/12/1992
HGY/2007/0203	Alterations to front elevation of 810 and 812 High Road. Works to include demolition of the front single storey shop units, construction of boundary wall and railings and repaving of front courtyard. Restoration of original frontage, reconstruction of original dormer windows to front and rear and replacement of fenestration. Change of use to only residential.	Approved – 14/03/2007
HGY/2007/0204	Listed Building Consent for alterations to front elevation of 810 and 812 High Road. Works to include demolition of the front single storey shop units, construction of boundary wall and railings and repaving of front courtyard. Restoration of original frontage, reconstruction of original dormer windows to front and rear and replacement of fenestration. Change of use to only residential.	Approved – 14/03/2007
HGY/2008/0122	Listed Building Consent for change of use of property to residential units only, comprising 1 x 2 bed and 1 x 3 bed houses.	Approved – 21/02/2008
HGY/2008/0123	Change of use of property to residential units only, comprising 1 x 2 bed and 1 x 3 bed houses.	Approved – 21/02/2008
HGY/2009/0341	Approval Of Details pursuant to Condition 4 (Method	Approved –
	Statement), Condition 8a (Glazed Screen And Gates), Condition 8d (Railings / gates), Condition 8d (Paint Finishes) attached to planning permission reference HGY/2007/0203.	11/03/2009

810 – 812 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1956/0296	Erection and use of two additional garages.	Approved – 04/01/1956
OLD/1958/0216	Rebuilding of shop destroyed by enemy action.	Approved – 08/07/1958
OLD/1959/0275	Rebuilding shop - (Details).	Approved – 09/03/1959
OLD/1967/0334	Erection of two garages.	Approved – 26/09/1967
OLD/1970/0441	Display of illuminated projecting box sign.	Approved – 10/04/1970
OLD/1970/0442	Display illuminated fascia sign.	Approved – 07/05/1970
OLD/1979/0858	Display of projecting sign.	Refused – 27/09/1979
OLD/1983/0584	Change of use of basement and ground floor to enlarge the adjoining branch of Barclays Bank and use of land to the rear for bank car park.	Approved – 07/03/1983

EQUALITIES IMPACT SCREENING ASSESSMENT

HARINGEY COUNCIL

EQUALITY IMPACT ASSESSMENT FORM



Service: Planning Regeneration & Economy

Directorate: Place & Sustainability

Title of Proposal: Tottenham Hotspurs 'Northern Development' Planning Application

Lead Officer (author of the proposal): Jeffrey Holt

Names of other Officers involved: Terry Knibbs

Statement of purpose

In making this proposal, we have been mindful of our public sector equality duty to have due regard to the need to:

- eliminate discrimination;
- advance equality of opportunity between different groups and;
- foster good relations between groups in Haringey.

In addition we are committed to ensuring that we promote social inclusion in all council services making sure that they address the needs of those vulnerable residents who rely most heavily on them. The most socially excluded residents predominantly have the protected characteristics defined in the Equality Act 2010.

The purpose of this assessment is to:

- a) Identify whether and to what extent this proposal: could produce disadvantage or enhance opportunity for any groups with the protected characteristic defined in the Equality Act 2010;
- b) Establish whether the potential disadvantage is significant enough to call for special measures to remove or reduce the disadvantage;
- c) Identify and set out the measures that will be taken to remove or reduce the disadvantage;
- d) Where mitigation measures are not possible, to set out and explain why;
- e) To ensure that Members are fully aware of the implications the proposal may have for the Council's public sector equality duty before they decide on the proposal.

Step 1 - Identify the aims of the Proposal

State:

a) What problems the proposal is intended to address

The 'proposal' is the planning application (ref: HGY/2011/2350) made by the Tottenham Hotspur Football Club (THFC) for a 5 storey building containing a food store, education uses, stadium-related uses and showroom/brand centre for 1.66ha of land on the south side of Northumberland Park and north of the existing stadium.

The proposal is an amended version of a previously consented development ref: HGY/2010/1000 for a food-store with club-related uses above. The amendments consists of an additional floor, increase in height, additional education and brand-centre/showroom use and additional parking. An EqIA screening assessment was undertaken during the consideration of that scheme and it was found that there no adverse or unequal impacts identified across each equality strand (as they were known) and that a full EqIA was not required.

This assessment will therefore only deal with the impact of the proposed amendments.

Problems intended to address.

The overall THFC scheme is a private venture intended to address private concerns of the club but with awareness of the potential benefits for the local community. The proposal seeks to provide

- Modern facilities for the club and spectators
- Poor public realm and connectivity around the site
- Lack of housing
- Insufficient retail opportunities
- Local socio-economic deprivation

The current application subject to this EqIA is for amended version of the food-store led element to the north and does not include the rest of the NDP site. In isolation, the scheme aims to address the poor financial viability of the overall THFC scheme development.

b) What effects it is intended to achieve

The likely effects of the scheme would be:

- Make the NDP scheme financially viable
- Improve local retail offer
- Improve the urban environment
- Provide a source of employment for the local and wider area both through construction and operation

c) Which group(s) it is intended to benefit and how

The proposal is intended to benefit the private interests of the club as well as benefit the local community by providing a source of employment, additional retail and improved public realm.

Step 2 - Consideration of available data, research and information

You should gather all relevant quantitative and qualitative data that will help you assess whether at presently, there are differential outcomes for the different equalities target groups – diverse ethnic groups, women, men, older people, young people, disabled people, gay men, lesbians and transgender people and faith groups. Identify where there are gaps in data and say how you plug these gaps.

In order to establish whether a group is experiencing disproportionate effects, you should relate the data for each group to its population size. The Haringey [Borough Profile of Protected Characteristics](#) (can be found on the Website) will help you to make comparisons against Haringey's population size.

2 a) Using data from equalities monitoring, recent surveys, research, consultation etc. are there group(s) in the community who:

- ***are significantly under/over represented in the use of the service, when compared to their population size?***
- ***have raised concerns about access to services or quality of services?***
- ***appear to be receiving differential outcomes in comparison to other groups?***

Profile

The Northumberland Park Ward has a relatively young and ethnically diverse population with over a quarter of residents being under 16 and just under half being under 30. The wider Tottenham area also has a younger age profile than Haringey and London.

Table 1. Demographic Summary (Census 2001)

Measure	Northumberland Park	Inner Impact Area	Wider Impact Area	London
Population				
Total Population	12,615	113,770	490,076	7,172, 091
BAME Residents				
Total	52% (6,616)	46% (52,163)	28% (137,046)	29% (2,068,888)
Mixed	5%	5%	4%	3%
Asian	6%	8%	7%	12%
Black	38%	29%	15%	11%
Other	3%	4%	2%	3%
Age Profile				
0-15	26% (3,300)	24% (27,486)	21% (102,402)	20% (1,448,236)
16-44	48%	49%	47%	47%
45-65	16%	17%	20%	20%
65+	9%	9%	12%	12%

At a local scale, the area has high levels of deprivation, particularly in terms of employment, with high unemployment and relatively low economic activity levels of residents. Of those residents not economically active, a lower proportion is retired at the local scales compared to the wider scales. There is a larger proportion of the workforce employed in process/elementary occupations at the local scale, and a lower proportion employed in management/professional occupations.

There are a high proportion of social tenure homes at local scales compared to wider scales, and a high proportion of flats. Overcrowding is also more prevalent at local scales in all homes, markedly so in private tenures with only a small difference in social tenures between scales.

In terms of recorded crimes, Metropolitan Police data indicate that crime levels in Northumberland Park are above London average in terms of all crimes, and are generally higher than at Inner and Wider Impact Area scales.

Haringey's Safer for All Strategy highlights the main areas for concern covered by the Safer Communities Partnership for the period 2008-2011. It notes that BAME communities are disproportionately affected by crime, and highlights that the highest concentrations of incidents tend to be located in either isolated places such as Alexandra Palace or in busy main shopping areas of Wood Green High Road, Tottenham High Road and Muswell Hill or in and around train stations such as White Hart Lane Station. Northumberland Park suffers from high levels of Theft from Person and Theft from Motor Vehicles.

Crime related to football matches equates to approximately 0.05 arrests per thousand supporters. Arrests have reduced since 2006/7 as part of a national trend

in which arrests in the last four years are the lowest since records began.

Overall, the area has a relatively young and ethnically diverse population which all suffers from high level of multiple deprivation. This results in young and BAME people being overrepresented in the population suffering from deprivation.

2 b) What factors (barriers) might account for this under/over representation?

Tottenham has historically had a large black and ethnic community since the 1950s. The decline in manufacturing over the past 30 years in the local area has left a legacy of high unemployment and low skills attainment.

2c) What other evidence or data will you need to support your conclusions and how do you propose to fill the gap?

The impacts of the development are general to the area and are targeted at specific groups as such. Consequently, the available statistics provide a useful demographic profile at a scale relevant to the likely impacts of the scheme.

2d) What barriers and factors might account for under/over representation?

See answer 2(d)

Step 3 - Assessment of Impact

Using the information you have gathered and analysed in step 2, you should assess whether and how the proposal you are putting forward will affect any of the existing barriers facing people who have any of the characteristics protected under the Equality Act 2010. State what actions you will take to address any potential negative effects your proposal may have on them.

3 a) How will your proposal affect existing barriers? (Please tick below as appropriate)

Increase barriers? Yes	Reduce barriers? Yes	No change?
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Comment (Whichever is applicable, explain why)

The impact of the wider consented scheme was considered to be mostly beneficial but with some negative effects. In very broad terms:

- will provide employment opportunities,
- displacement of jobs,
- work of the Tottenham Hotspur Foundation benefiting young people
- the provision of new homes,
- positive impact on deprivation and crime,
- positive impact of sport, open space, improved public realm and the connection of deprivation with health and levels physical activity
- mitigated impact on Religious Institutions/Faith groups
- improved Disabled access
- negative effects from construction including crime and access

Please see the previous screening assessment dated 22 September 2010 the full list of impacts.

In terms of the specific changes proposed under the current application, the additional floorspace for an education use, club-related use or showroom/brand centre are considered to cause no significant change to the equality impacts of the scheme. The addition of an education facility may increase local educational opportunities to address local low skills attainment however it is hard to gauge with little detail at this stage.

3 b) What specific actions are you proposing in order to reduce the existing barriers and imbalances you have identified in Step 2?

Details of how imbalances are to be addressed are provided in the table of the 22 September 2010 assessment.

As there are likely to be no further barriers and imbalances as a result of this particular scheme, no further measures are proposed.

3 c) If there are barriers that cannot be removed, what groups will be most affected and what Positive Actions are you proposing in order to reduce the adverse impact on those groups?

As with the previous consented scheme, It is not possible at this stage to demonstrate whether the proposed development will have a disproportionate impact on BME groups.

Step 4 - Consult on the proposal

Consultation is an essential part of an impact assessment. If there has been recent consultation which has highlighted the issues you have identified in Steps 2 and 3, use it to inform your assessment. If there has been no consultation relating to the issues, then you may have to carry out consultation to assist your assessment.

Make sure you reach all those who are likely to be affected by the proposal. Potentially these will be people who have some or all of the characteristics listed below and mentioned in the Equality Act 2010:

- Age
- Disability
- Gender Re-assignment
- Marriage and Civil Partnership
- Pregnancy and Maternity
- Race, Religion or Belief
- Sex (formerly Gender) and
- Sexual Orientation

Do not forget to give feedback to the people you have consulted, stating how you have responded to the issues and concerns they have raised.

4 a) Who have you consulted on your proposal and what were the main issues and concerns from the consultation?

The first application generated 915 responses which have been logged by the council and are available to view on the Planning website. 834 responses were supportive of the plans and 46 are in objection. The remaining numbers are made up of 22 neutral comments and 13 responses from groups and statutory consultees such as neighbouring authorities, the Greater London Authority and CABE. Both the Council's and THFC's own consultation was carried out with information on translations available. It is considered that because of the extent of the consultation that statistically speaking the consultation would have reached a proportionate number of people belonging to equality strands.

The current application was also subject to consultation .The Council has undertaken wide consultation as part of its statutory duty under Planning legislation. This includes statutory consultees, internal Council services, Ward Councillors, local residents and businesses. Residents of 6,596 properties were consulted. 6 Reponses were received of which 4 were against and 2 in support.

Due to the number of people consulted it is considered that a representative number of people sharing protected characteristics were consulted.

4 b) How, in your proposal have you responded to the issues and concerns from consultation?

The consented scheme was informed by the extensive consultation undertaken by the applicant and council over its development. Please see the EqlA screening test of 22 September 2010.

In terms of this application, the objections were not about issues directly affecting any particular group sharing a protected characteristic. It is considered that the scheme anticipates and mitigates much of the concerns raised in the consultation. Please see the Officer's report for 13 February 2012 Planning Committee for a summary of consultation responses and the Council's response.

4 c) How have you informed the public and the people you consulted about the results of the consultation and what actions you are proposing in order to address the concerns raised?

As with the previous application, the consultation responses are published on the Council's website and included in the planning report. Each representation is responded to reported to 13 February 2012 Planning Committee. The planning report will also become public information.

Step 5 - Addressing Training

The equalities issues you have identified during the assessment and consultation may be new to you or your staff, which means you will need to raise awareness of them among your staff, which may even training. You should identify those issues and plan how and when you will raise them with your staff.

Do you envisage the need to train staff or raise awareness of the equalities issues arising from any aspects of your proposal and as a result of the impact assessment, and if so, what plans have you made?

Not applicable in that the decision to be taken by the Council is a one off decision on an individual planning application the development proposal is not to be delivered by Haringey council. It is important that all officers and members of the Council are aware of the Council's equalities issues and that planning officers and the planning committee are familiar with the impacts that planning decisions can have on equality strands. The Council's Equalities Team have an officer assigned to support the officers and the Council in this regard. Furthermore, it is believed the proposal will not change the delivery of any Haringey services significantly enough to lead to changes in service patterns or methods of delivery.

Step 6 - Monitoring Arrangements

If the proposal is adopted, there is a legal duty to monitor and publish its actual effects on people. Monitoring should cover all the protected characteristics detailed in Step 4 above. The purpose of equalities monitoring is to see how the proposal is working in practice and to identify if and where it is producing disproportionate adverse effects and to take steps to address those effects. You should use the Council's equal opportunities monitoring form which can be downloaded from Harinet. Generally, equalities monitoring data should be gathered, analysed and report quarterly, in the first instance to your DMT and then to the Corporate Equalities Board.

What arrangements do you have or will put in place to monitor, report, publish and disseminate information on how your proposal is working and whether or not it is producing the intended equalities outcomes?

Following the conclusion of the consultation concurrent with the carrying out of this assessment (and the many other assessments being made), the planning application will be decided by Planning Committee. It is up to planning committee to decide whether or not to approve the application based on their assessment of the merits of the proposals and informed by the planning case officer's report, this and numerous other assessments and consultation contributions. The deliberations and decisions of planning committee are open to the public, the agenda is published beforehand, it is regularly reported in the press and its decisions, video feed and minutes are published on Haringey's public website afterwards. This will allow considerable public monitoring of the decision process. The application has already attracted considerable local and national press interest and this is expected to continue.

The usual arrangements for monitoring planning approvals following the decision being made (if that is what is granted) are outlined below.

- *Who will be responsible for monitoring?*

The Planning Policy Team and Service Development Team include officers responsible for the Annual Monitoring Report, which includes monitoring of and gathering statistics of Planning Permissions. The Strategic Sites Team is responsible for implementation of Section 106 Agreements. Planning Enforcement is responsible for ensuring compliance with planning permissions and conditions attached thereto. Planning enforcement normally relies on reporting by the general public of deviations from planning permissions but has agreed service standards for how they will respond.

- *What indicators and targets will be used to monitor and evaluate the effectiveness of the policy/service/function and its equalities impact?*

The basic statistics on planning applications in the Annual Monitoring Report are not appropriate or relevant for monitoring this application alone; it a unique application in no way typical (being considerably bigger than any previous application) and in any case one application would never be expected to be typical.

However, implementation of the application scheme would contribute to many of the other goals in the AMR such as housing and business development. But specific equalities related outcomes are not habitually monitored in ways relevant to this application at present.

- *Are there monitoring procedures already in place which will generate this information?*

The Planning service will follow the established procedures used for the Annual Monitoring Report. It is reasonable to assume the project will continue to attract considerable local and national press interest.

- *Where will this information be reported and how often?*

The Annual Monitoring Report is published on our website and available on paper for those who require. It is reasonable to assume the project will continue to attract considerable local and national press interest.

Step 7 - Summarise impacts identified

The Table below summarises the impacts of to the wider NDP scheme. No further actions are proposed due to the minor nature of the changes to the consented scheme.

In the table below, summarise for each diversity strand the impacts you have identified in your assessment

Age	Disability	Ethnicity	Gender	Religion or Belief	Sexual Orientation
<ul style="list-style-type: none"> • New housing may not be suitable for elderly. • Large crowds attracted will make public realm intimidating before and after events. • Greater crowding of public transport. • Greater difficulties of parking for visitors due to match day parking controls. 	<ul style="list-style-type: none"> • Large crowds attracted will make public realm intimidating before and after events. • Greater crowding of public transport. • Greater difficulties of parking for visitors due to match day parking controls. 	<ul style="list-style-type: none"> • Business relocation disproportionately affecting businesses that are BME owned, run and catering for. • Competition from large & new retail unit(s) disproportionately affecting businesses that are BME owned, run and catering for. • Large crowds attracted will make public realm intimidating before and after events. 	<ul style="list-style-type: none"> • New housing may not be suitable for families. • Large crowds attracted will make public realm intimidating before and after events. • Greater crowding of public transport. • Greater difficulties of parking for visitors due to match day parking controls. 	<ul style="list-style-type: none"> • Large crowds attracted will make public realm intimidating before and after events. • Business relocation disproportionately affecting businesses that are minority faith group owned, run and catering for. • Competition from large & new retail unit(s) disproportionately affecting businesses that are minority faith group owned, run and catering for. 	<ul style="list-style-type: none"> • Large crowds attracted will make public realm intimidating before and after events.

Step 8 - Summarise the actions to be implemented

The Table below summarises the actions in response to the wider NDP scheme. No further actions are proposed due to the minor nature of the changes to the consented scheme.

Issue	Action required	Lead person	Timescale	Resource implications
Business relocation causing disruption to those businesses; many black & minority ethnic and/or minority faith group owned, run by or targeted at black & minority ethnic and/or minority faith groups.	Applicant led relocation strategy to assist business relocation. Needs to be monitored by Haringey Council.	Applicants; monitoring by Physical Regeneration team.	current	For applicant unknown & not our concern. For Physical Regeneration team; minor monitoring and advisory.
Competition for large retail unit to existing small neighbouring retail and catering businesses; many black & minority ethnic and/or minority faith group owned, run by or targeted at black & minority ethnic and/or minority faith groups.	Applicant led relocation strategy to assist business relocation. Applicant commitment to accommodate and encourage local businesses and small owner operated businesses (existing and new) in retail and business premises created. Needs to be monitored by Haringey Council;	Applicants; monitoring by Physical Regeneration team.	current	For applicant unknown & not our concern. For Physical Regeneration team; minor monitoring and advisory.
Housing that may fail to meet local housing need; particularly	Housing must be designed to meet housing need in accommodation mix (size	Applicants or their chosen housing providers / developers. Haringey	Unknown; not for 2/3 years.	For applicant unknown & not our concern. For Planning Development

Issue	Action required	Lead person	Timescale	Resource implications
elderly suitable housing and larger housing units suitable for families (which would disproportionately affect women).	and affordability) and proportion of disabled suitable homes; to come at reserved matters application as housing is currently only outline. The outline housing mix does comply with the Housing SPD 2008.	planning officers will then need to process applications for reserved matters approval.		Management Officers; standard role (to some extent funded by application fees).
Increased presence of large crowds in the area; an intimidating factor for many elderly people, children, and possibly gay, different ethnic and different religious groups subject to hostility.	1. Careful design of public space. 2. Public order controls and local area management plan which will be included as a S106 obligation.	1. Planning officers. 2. Metropolitan Police and/or club stewards.	1. Current. 2. On completion (& ongoing).	1. Currently accommodated. 2. Considerable but mostly paid for by club / event organisers.
Greater overcrowding of local public transport before and after matches and events (due to greater stadium capacity) and generally (due to increased retail and tourism attraction) disadvantaging local people particularly	Careful management of public transport and commitment to seeking to implement future improvements wherever possible. This will include public realm improvements, upgrades to rail and underground stations, transport plans, and bus improvements.	Public transport providers and supported through the S106 agreement	Ongoing	Unknown

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Issue	Action required	Lead person	Timescale	Resource implications
reliant on public transport, affecting many equalities strands.				
Greater difficulties parking for visitors due to increased match day parking controls affecting disadvantaged groups reliant on other people's cars for much of their transport such as the elderly and those with physical disabilities.	Provision of visitors permits and assisted transport for those that live in the vicinity. Blue Badge owners are able to park within CPZ without any additional permits which should assist those that are permanent and substantial physical disabilities.	Haringey Council	Ongoing	Minor additional burden on significant existing local service

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Step 9 - Publication and sign off

There is a legal duty to publish the results of impact assessments. The reason is not simply to comply with the law but also to make the whole process and its outcome transparent and have a wider community ownership. You should summarise the results of the assessment and intended actions and publish them. You should consider in what formats you will publish in order to ensure that you reach all sections of the community.

When and where do you intend to publish the results of your assessment, and in what formats?

This assessment will be attached as appendix to the planning committee report and made available on the Council's planning website

Assessed by (Author of the proposal):

Name: Jeffrey Holt
Designation: Planning Officer
Signature:
Date: 02 February 2012

Quality checked by (Policy, Equalities and Partnerships Team):

Name:
Designation:
Signature:
Date:

Sign off by Directorate Management Team:

Name:
Designation:

Signature:

Date:

GLA STAGE 1 REPORT

January 2012

Northumberland Development Project, Tottenham

in the London Borough of Haringey

planning application nos. HGY/2011/2350 & HGY/2011/2351

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008

The two planning applications seek to revise the additional developments associated with a consented scheme for a redevelopment and replacement of Tottenham Hotspur Football Stadium and its surroundings. The proposals relate to the north and south sides of the proposed stadium; and are summarised as follows:

- A **detailed** application for demolition of buildings off Northumberland Park and the development of a retail foodstore, together with educational uses, stadium-related uses, showroom/brand centre and associated facilities including car parking, the construction of new and altered vehicle and pedestrian accesses, private open spaces, landscaping and related works.
- An **outline** application for demolition and redevelopment of buildings off Park Lane to provide housing, a college, health centre and health club, together with associated private and public open space and related works, including alterations to the footways, roads and vehicular accesses; with details of appearance, scale and landscaping reserved for future consideration.

(insert name, bold)

(insert issues; typically, a short paragraph here saying what is acceptable, and listing the outstanding issues, with significant words picked out in bold)

Recommendation (select either A, B, C or D)(A) compliance; without additional comments **(B) compliance, with additional comments (C) non-compliance, without suggested remedies (D) non-compliance, with suggested remedies**

(insert name of local planning authority)(insert relevant paragraph number from the Conclusion) (insert relevant paragraph number from the Conclusion)

Context

1 On 4 January 2012, the Mayor of London received documents from Haringey Council notifying him of two planning applications of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 14 February 2012 to provide the Council with a statement setting out whether he considers that the applications comply with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The applications are referable under Categories 1A,1B,1C and 3F of the Schedule to the Order 2008:

1A- *“Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats”*

1B- *“Development (other than development which only comprises the provision of houses, flats or houses and flats) which comprises or includes the erection of a buildings or buildings....outside Central London and with a total floorspace of more than 15,000 sq.m.”*

1C- *“Development which comprises or includes the erection of a building....more than 30 metres high and is outside the City of London”*

3F- *“Development for a use, other than a residential use, which includes the provision of more than 200 car parking spaces in connection with that use”*

3 Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 has been taken into account in the consideration of this case.

5 The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

6 The approved masterplan encompasses approximately 11.5 hectares of land bounded on its north side by Northumberland Park; and on the south side by Park Lane. On the west, the existing stadium is setback and separated from the A1010 Tottenham High Road by a stadium car park, whilst the eastern boundary abuts Worcester Avenue. Paxton Road traverses the middle portion of the site, along the northern edge of the existing stadium, providing a link between High Road on the west and Worcester Avenue on the east.

7 The current applications relate to a 'northern development' on the former N17 Studios/Wingate Trading Estate, which is typified by old, mostly vacant and derelict industrial buildings, situated between the northern edge of the proposed stadium and the southern edge of Northumberland Park ; and a 'southern development' situated between the southern edge of the proposed stadium and Park Lane. A location map of the site and its surrounding is provided below:

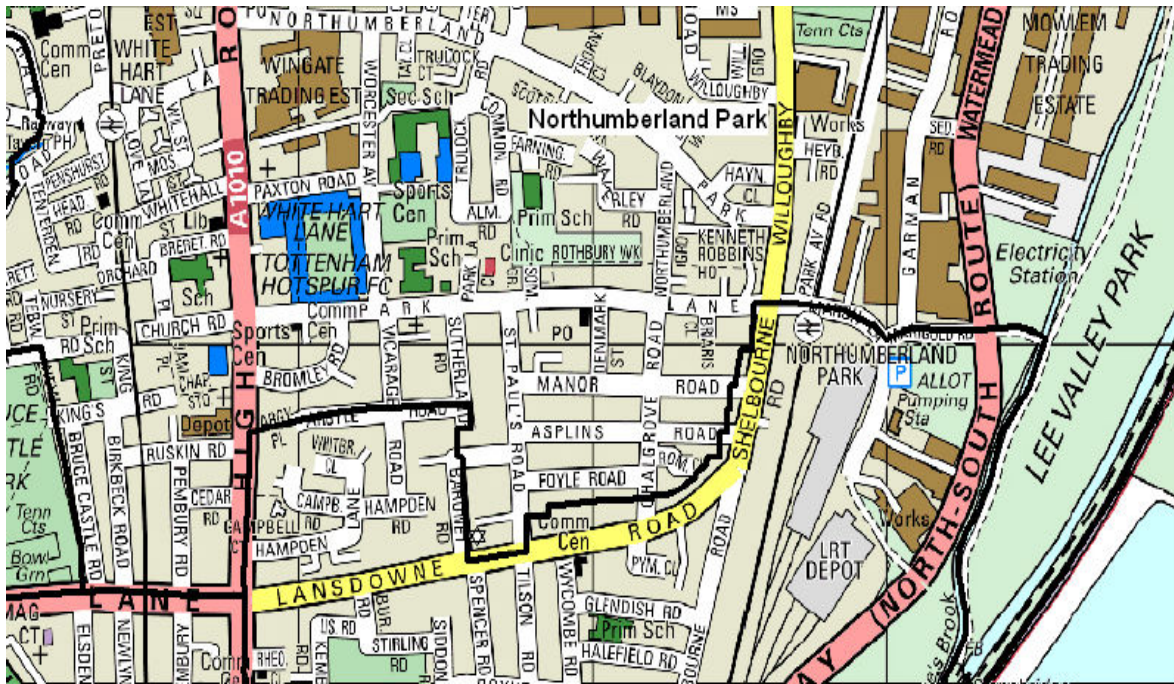


Fig.1 Location map of the application site. (Source: Haringey Council's Ward Profiles).

8 Whilst the High Road is part of the strategic road network (SRN), the nearest part of the Transport for London Road Network (TLRN) is the A10 at Bruce Grove. In addition the site is about 1km south of the A406/Fore Street junction which is also part of the TLRN. There are ten bus routes serving this area with bus stops on the High Road and on Northumberland Park. White Hart Lane station is approximately 200m to the west and provides access to services on the Seven Sisters branch of the Lea Valley Line. Northumberland Park station is approximately 600m to the east and provides access to services on the Tottenham Hale branch of the Lea Valley line. The nearest underground station is Tottenham Hale on the Victoria Line, approximately 2.2 km to the south east. Although Seven Sisters is actually further away, at 2.3m to the south, it is however perceived as being more accessible to this area given the short bus interchange on Tottenham High Road and the direct walking route. The overall site records a Public Transport Accessibility Level of (PTAL) of 4 on a scale of 1 to 6, where 6 is classed as excellent.

Details of the proposal

9 The Northumberland Development Project represents a massive inward investment designed to transform the heart of Tottenham and kick-start the regeneration of one of the most deprived areas of London and a focal point of the summer riots of 2011.

10 The latest applications seek to revise the landmark development proposals last seen by the Mayor in November 2010 and for which a part detailed and part outline planning permission was issued by Haringey Council in September 2011.

11 As with the approved proposals, the development can be analysed as three distinct but closely interlinked phases i.e. the northern development, the stadium redevelopment and the southern development. The submitted applications retain the proposed 56,250-seater football stadium as approved and relate to the northern and southern developments only:

The northern development

12 A revised detailed application is made to extend the third floor and create a fourth floor over the approved single, predominantly retail/foodstore complex to be sited on the northern portion of the masterplan area.

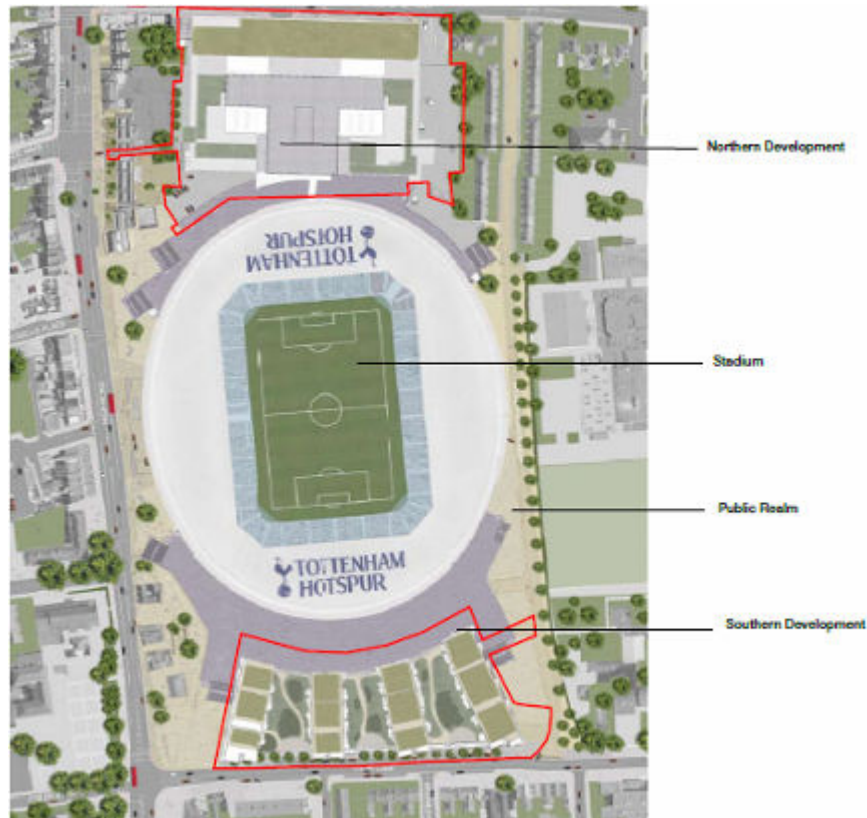


Fig.2: Site plan with application sites edged in bold. Source: Applicant's Design & Access Statement (Dec. 2011).

Approved:

13 The approved building comprises a 22,009 sq.m. (gross external area) supermarket on two floors, of which the ground level would be allocated to provide 401 car parking spaces, a customer cafe/restaurant, entrance lobby and escalators to the first floor. The first floor is allocated to sales, and ancillary space; including a net sales area of 7,201sq.m. The second floor would provide 8,517sq.m. of club-related office and hospitality space ancillary to the stadium; whilst the third floor includes a 2,602 sq.m. 'Sky Bar' linked to the main stadium by a sheltered walkway.

14 Vehicular access would be retained from Northumberland Park and also from the A1010 High Road, Tottenham. A separate service access would be available from Northumberland Park.

Proposed:

15 The current proposal is to add a 1,360 sq.m. extension to the approved third floor a further comprising and create of a 3,055 sq.m. fourth floor; resulting in a total addition of 4,415 sq.m. to the 'northern development'.

16 The additional floorspace is intended to meet the football club and commercial operator's requirement for more accommodation within the Northumberland Park Project and is likely to be occupied by educational, stadium-related and showroom/brand users; although the proportion to be allocated to each use cannot be determined at this stage.

17 To summarise, the northern development would deliver a revised building to provide:

- A foodstore, with gross internal area of 23,470 sq.m. and comprising 12,229 sq.m. at ground floor and 11,250 sq.m. at first floor).
- A second floor of 5,666 sq.m. (GIA) for stadium-related or showroom/'brand' centre use.
- A third floor of 3,238 sq.m. (GIA) for educational use or stadium-related use.
- A fourth floor of 3,055 sq.m.(GIA) for stadium-related use.

The southern development

18 A further outline application has also been submitted for permission to revise the outline proposals approved for the southern portion of the masterplan area. Like the preceding proposals, determination is sought at this stage for the layout and means of access to the development; with all other matters reserved for future consideration.

Approved

19 Outline permission was granted for up to 200 (one, two, three and four-bedroom) homes and a 150-room hotel, sited on an extensive podium in the area between the southern facade of the stadium and Park Lane. Although the appearance and scale of the housing were reserved for future consideration, it was indicatively submitted as a single, crescent-shaped building, 23-36m in height, with east-west orientation and some 733 sq.m. of office space for the Tottenham Foundation on its ground floor. The hotel had a triangular footprint and was sited to the east of the residential block, close to the adjoining Worcester Avenue. A Club museum and shop were proposed beneath the podium plaza. The car parking provision comprised 121 residential spaces and 40 spaces for the hotel.

Proposed:

20 The current proposals are to replace the crescent-shaped residential building with four separate blocks orientated in a north to south direction to provide 285 rather than 200 new homes. The replacement buildings would incorporate college, health centre and health club uses on the lower floors, to be aligned with the proposed podium along Park Lane.

21 The ground floor office for the Tottenham Foundation would be relocated to the revised northern development, but the club museum and shop would be retained in its original position.

22 To summarise, the revised southern development proposals exclude the original 150-room hotel and replaces the single, crescent-shaped residential block of 200 homes with 285 one and two-bedroom homes in four blocks, with integrated college, health centre and health club uses on its lower floors.

Case history

23 A series of pre-application meetings between the applicant's representatives, Haringey Council, TfL and the GLA, together with a presentation to the Mayor and Deputy Mayor, took place between November 2008 and June 2009. An officers' pre-application advice note on the proposals was issued on 12 June 2009.

24 In December 2009, the Deputy Mayor and Chief of Staff, acting under delegated authority, considered a referral from Haringey Council, of a planning application (PDU/2292/01) for the

demolition of the existing stadium and other buildings, and a mixed-use redevelopment of the site to provide a new 56,250 capacity stadium, 434 residential units, a food store, a hotel, a club shop, a museum, offices, new public realm and other associated works.

25 The Mayor agreed with his officers' conclusion that, on balance, the proposals did not comply with the policies of his London Plan, and that the following issues needed to be addressed to ensure compliance with the strategic planning policies:

- Transport matters raised by TfL in (paragraphs 72-116) of his officers' planning report.
- A financial assessment to justify the amount and tenure of affordable housing and if necessary, changes to the provision.
- Concern over the demolition of some locally listed buildings.
- Possible changes to the residential mix.
- Space standards within the new residential units.
- The provision and quality of children's play space.
- Alterations to the design of the supermarket.
- Additional information in relation to access/equal opportunities as set out in (paragraphs 159-175 of) the initial report to the Mayor.
- Additional information in relation to climate change mitigation and adaptation as set out (in paragraphs 176-200 of) the initial report to the Mayor.

26 On 4 June 2010, revised hybrid (part detailed and part outline) application for the demolition and comprehensive mixed-use redevelopment to provide a 56,250-seater football stadium, retail uses, including a supermarket (with net retail area of 7,201 sq.m.); a 150-room hotel, a museum, offices and 200 residential units. Associated facilities, included the construction of new and altered roads, footways, public and private open spaces, landscaping and related works; with details of the 'external appearance' and 'scale' of the proposed residential and hotel buildings reserved for future consideration.

27 On 7 July 2010, the Deputy Mayor considered a report (PDU/2292a/01) on the revised proposals and responded that, with the exception of transport issues, the development could be supported in principle, but that the following issues would need to be addressed to ensure full compliance with policies of the London Plan: the transport implications; the location and quantum of children's play space; inclusive design and access; the energy provisions of the scheme and air quality.

28 On 25 November 2010, the Mayor reviewed subsequent revisions (PDU/2292a/02) to resolve the outstanding strategic issues and concluded that he was content to allow Haringey Council to determine the application in accordance with its resolution of 30 September 2010 to grant permission for the development, subject to the satisfactory completion of a legal agreement.

29 The Council's notice of planning permission was issued in September 2011.

Strategic planning issues and relevant policies and guidance

30 The relevant issues and corresponding policies are as follows:

- Mix of uses *London Plan*

- Regeneration/economic development
London Plan; the Mayor's Economic Development Strategy; Employment Action Plan
- Employment
London Plan; PPS4; Industrial Capacity SPG
- Retail/town centre uses
London Plan; PPG13, PPS4
- Health
London Plan
- Education
London Plan; Policy Statement August 2011
- Housing
London Plan; PPS3; Housing SPG; Providing for Children and Young People's Play and Informal Recreation SPG, Housing Strategy; Assembly draft Revised Housing Strategy; Interim Housing SPG; Housing SPG EiP draft
- Density
London Plan; PPS3; Housing SPG; Interim Housing SPG; Housing SPG EiP draft
- Affordable housing
London Plan; PPS3; Housing SPG, Housing Strategy; Assembly draft Revised Housing Strategy; Interim Housing SPG; Housing SPG EiP draft; Affordable Rent draft SPG; Assembly draft Early Minor Alteration to the London Plan
- Urban design
London Plan; PPS1
- Tall buildings/views
London Plan; RPG3A, Revised View Management Framework SPG; revised draft View Management Framework
- Access
London Plan; PPS1; Accessible London: achieving an inclusive environment SPG; Planning and Access for Disabled People: a good practice guide (ODPM)
- Transport/parking
London Plan; the Mayor's Transport Strategy; PPG13; Mayoral Community Infrastructure Levy;
- Sustainable development
London Plan; PPS1, PPS1 supplement; PPS3; PPG13; PPS22; draft PPS Planning for a Low Carbon Future in a Changing Climate; Mayor's Climate Change Mitigation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy; Sustainable Design and Construction SPG
- Equal opportunities
London Plan; Planning for Equality and Diversity in Meeting the spatial needs of London's diverse communities SPG; Diversity and Equality in Planning: A good practice guide (ODPM); Equalities Act 2010
- Air quality
London Plan; Assembly draft Early Minor Alteration to the London Plan; the Mayor's Air Quality Strategy; PPS23

31 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the 2006 Haringey Unitary Development Plan (Saved Policies Version, July 2009), and the 2011 London Plan.

32 The following are material planning considerations:

- Haringey Core Strategy ('A New Plan for Haringey 2011-2026') Submission DPD and Proposals Map (Revised consultations, September 2011); which are subject of an ongoing Examination in Public.
- Site Allocations Development Plan Document (10 May- 21 June 2010 consultation document).
- Development Management Development Plan Document (10 May- 21 June 2010 consultation document).

- The Tottenham Draft Planning and Regeneration Vision and Key Objectives, July 2011.
- The Consultation Draft Upper Lee Valley Opportunity Area Planning Framework, (GLA November 2011).
- Early Minor Alteration to the London Plan

Regeneration and the revised mix of uses

33 In policy terms, the borough UDP and emerging Core Strategy DPD affirm Tottenham High Road as a strategic area for regeneration and support the allocation of most of the masterplan site for a stadium-led mixed-use development including some housing. The principle of development for the proposed uses is, therefore, established by the development plan policy and the granting of planning permission for those uses in September 2011.

34 Whilst the application site has no specific land use designation in the London Plan, it falls within the 3,884-hectare Upper Lee Valley (including Tottenham Hale), which policy 2.13 and map 2.4 identify as an ‘Opportunity Area’, with significant capacity to accommodate new housing, commercial and other development, linked to existing or potential improvements to public transport accessibility. Despite the vibrancy and diversity of Tottenham, the site lies within the 20% most deprived ‘Lower Super Output Areas’ identified in map 2.5 of the London Plan¹ and is therefore identified as a regeneration area, to which policy 2.14 is applicable. The latter affirms the Mayor’s commitment to address social exclusion across London and to tackling spatial concentrations of deprivation.

35 Northumberland Park Ward, within which the site is situated, ranks on all national indices of multiple deprivation (employment, income, housing, health, education, crime etc), as one of the most disadvantaged areas of London and England & Wales as a whole. All eight ‘super output areas’ in Northumberland Park fall into the 5 to 10% most deprived in the country². Current housing tenure is predominantly Council and other social rented property, including large estates such as Northumberland Park; and Northumberland Park Ward has the highest level of unemployment in London, with corresponding higher levels of benefit (e.g. jobseeker’s allowance, employment and support allowance) take-up than the averages for Haringey, London and England & Wales³.

36 The redevelopment of the Tottenham Hotspur football stadium and associated proposals, including a major retail superstore is identified as one of the key drivers for regeneration of the area. The Club is one of Haringey’s largest businesses and its most significant visitor attraction. The area in which it is set has, however, suffered a long and persistent period of decline to become an area of high unemployment and deprivation, with a subsequently poor local environment. Parts of the area experienced unrest and physical damage during the summer 2011 disturbances in London and is, therefore, a focus of plans and actions to regenerate and revitalise Tottenham.

37 In this context, it is vital that proposals to revise the Northumberland Development Project should enhance, rather than detract from, its potential for regeneration; particularly in employment, housing and environmental improvements.

38 With respect to the northern development, the overall dimensions and net sales area of the proposed anchor store remain unchanged from the approved development. The store is, therefore,

¹ Source: DCLG and Local Government Office of National Statistics Lower Super Output Boundaries.

² Source: 2010 Indices of Deprivation (Northumberland Ward Profile).

³ Source: 2010 Department of Works and Pensions (Northumberland Ward Profile).

unlikely to generate any additional jobs as a direct result of the current revisions. The upper floors are, however, designed to be flexible enough to allow a range of users to occupy the space, to supplement the consented uses and enhance the commercial and business opportunities within the development. The additional 4,415 sq.m. of floorspace proposed on the upper (third and fourth) floors of the scheme respond to the operational requirements of the new stadium and is intended to cater for potential education, commercial and business tenants. It is, therefore, likely to increase the level of employment generated on the northern site; however, part of that increase would be offset by a relocation of 733 sq.m. of office space originally contained in the southern development

39 The southern development seeks to compensate for the rather regrettable loss of an approved 150-room hotel by increasing the number of residential units from 200 to 285, providing a 2,400 sq.m. health club (use class D2) and 12,600 sq.m. of space for educational or health centre (class D1) use. It has not been possible to identify a future occupier or operator for these speculative developments at this stage of an outline application. The applicant has stated that it may be a public sector or quasi-public sector user, or commercial user or the Club's own Foundation. The latter is a registered charity that uses sports and football in particular to improve the quality of life of young, disadvantaged people in the local community. It runs specialist programmes to tackle key social issues, such as improving achievement in education, building community cohesion, promoting healthy lifestyles and supporting people with disabilities.

40 Space is retained on the southern site for a hotel development in the future, but it is not included within the current outline proposals. Apart from 85 additional homes, it is difficult to assess the quantitative improvement, if any, that the latest revisions would bring in terms of increased employment; compared to the 'loss' of a 150-room hotel, where a range of (professional/managerial to unskilled manual) job opportunities would be offered.

41 Nonetheless, the qualitative benefits of accommodating the activities of the Tottenham Hotspur Foundation, an educational college or a health centre, creates the potential to make a significant and positive contribution to the severely deprived locality of the stadium and its wider environs. In these respects, the revised proposals are consistent with the strategic objectives of London Plan policy and, therefore, acceptable.

Loss of industrial land and employment

42 The site for the northern development was originally allocated in the Haringey UDP as a Defined Employment Area, earmarked for the protection of employment-generating uses. The vast majority (90%) of the old industrial units have, however, been demolished and some 70% the tenants relocated within two miles of the site, or elsewhere within the Tottenham area under a strategy agreed between Haringey Council and Tottenham Hotspur Football Club.

43 As such, there is little or no industrial employment to be lost from the site or the area. The current proposals are expected to deliver sufficient, albeit non-industrial, employment to outweigh any loss of jobs and opportunities from the site.

Retail development/the impact on local town centres

44 The proposed foodstore would be situated on the edge of the rather ill-defined Bruce Grove/Tottenham High Road (district) town centre, as indicated in Annex 2 (table A2) of the London Plan; however, the linear and almost continuous parade of retail and other town centre uses along that stretch justifies its loose description as a part of the town centre in various sections of Haringey's local development plan.

45 The principle of a major retail development of the site has, however, been accepted by the granting of planning permission for the stadium and Northumberland Development Project as a whole. The approved details of the store remain essentially unchanged as a result of the proposed revisions. The store would be provided on two levels, the lower of which would provide 401 parking spaces and some small cafe-sized units; and the net retail trading space would remain at 7,201 sq.m. on the upper level. Thus, the key issue to consider is whether any material changes have occurred within the town centre, by way of recently available large sites, or the arrival of an alternative major retail operator in the area since planning permission was granted, to affect the likely impact of the proposed store on existing local centres.

46 The Council's 2008 Retail Study, commissioned to provide the evidence base for its local development framework, identified a need for additional retail floorspace within the borough and established that residents in the vicinity of the application site travelled further afield for their main weekly food shopping, with no large supermarkets or food superstores in the locality except a Sainsbury store located north-west of the site, close to the borough boundary, and three small food stores in Bruce Grove to the south. One of those three, vacated by Somerfield, has been occupied by Asda Stores since permission was granted for the store proposed on Northumberland Park. Despite the potential for a qualitative improvement in its retail offer, the Asda store is restricted in size and subsequent impact.

47 The ultimate test of continued appropriateness for the proposed foodstore is provided by PPS4 '*Planning for Sustainable Economic Growth*'; which aim to encourage sustainable economic development. On that basis, the retail proposal can be justified on grounds that:

- It is easily accessible in terms of public transport and the potential for linked trips by surrounding residents without access to a car to travel further afield.
- It would fulfil an established need for an anchor foodstore in that area of Tottenham.
- It fulfils the sequential location test by reason of its position on the edge of an established district centre and the lack of an alternative, suitable and available site within the existing centres.
- It would support the regeneration objectives of the locality with the creation of 430 jobs (or a net equivalent of 370 jobs).
- It is unlikely to impact adversely on the vitality and viability of other town centres in the relevant catchment area.

48 From a strategic planning perspective, the retail proposal is also supported by policies 2.15 (*Town Centres*), 4.7 (*Retail and town centre development*) and 4.8 (*Supporting a successful and diverse retail sector*) of the London Plan.

Housing issues

Targets

49 London Plan policy 3.3 (*Increasing housing supply*) affirms the Mayor's determination to work with relevant partners to increase London's housing supply by an average 32,210 net additional homes to meet the need identified in the plan, enhance the environment, improve housing choice and affordability, and to provide better quality accommodation for Londoners. To achieve that figure, the London Plan has set an annual target of 820 new homes in Haringey for the ten-year period from 2011 to 2021.

50 The provision of 285 new dwellings within the Northumberland Development represents almost 35% of a year's annual target and an increase in the number of units for which planning permission has been granted. The provision is, however, less impressive when measured in habitable rooms, given that it consists exclusively of one and two bedroom units, with none of the three and four bedroom units originally approved.

Density

51 The southern site area is given in the design and access statement as 1.2 hectares; the combined maximum college, health club, health centre and offices as 15,000 sq.m. in a vertical mixed-use scheme; and 285 new homes, with gross internal area totalling 19,400 sq.m.

52 The figures produce a high residential density of 421 units per hectare, which exceeds the maximum 260 units per hectare indicated in the London Plan density matrix for a site in an urban setting with a public transport accessibility of four. However, that density would be achieved by high-rise development against a backdrop of a stadium approximately 50 metres at its highest and a spread of the units over four well-separated blocks rather than one.

53 Given the existing reasonable and potential improvements in public transport accessibility, the proposed density would help optimise the housing output on part of an extensive brownfield site, in line with the objectives of London Plan policies 3.3 and 3.4 and is therefore acceptable.

Housing quality

54 London Plan Policy 3.5 promotes quality in new housing provision and sets out minimum space standards at Table 3.3. The Mayor will produce a new Housing SPG (a draft of which was put before the London Plan EIP), on the implementation of Policy 3.5 for all housing tenures, drawing on his London Housing Design Guide; paragraphs 3.37–3.39 provide further guidance on indicators of quality that the proposed SPG will cover.

55 The residential development comprises one and two bedroom units only. Whilst the application is submitted in outline form only, it indicates in the accompanying planning statement that the units are designed to be capable of meeting the London Plan standards of 37 or 50 sq.m. for a one-bedroom apartment and 61 or 70 sq.m. for a two bedroom apartment, depending on the future occupancy.

56 The proposal to reconfigure the residential development from a single, east-west oriented building to a north-south, or radial relationship with the proposed stadium, is intended to eliminate north-facing units and maximise sunlight penetration into the dwellings. This is especially welcomed.

Housing choice

57 London Plan Policy 3.8 and the associated supplementary planning guidance promote housing choice and seek a balanced mix of unit sizes in new developments. The London Housing Strategy sets out strategic housing requirements and policy 1.1C of the Strategy includes a target for 42% of social rented homes to have three or more bedrooms.

58 In its revised form, the lack of any three or more bedroom units for social renting or open market sale is contrary to the London Plan. The applicant explains in the accompanying planning statement that whilst the proposals are submitted in outline at this stage, it was noted during the Council's consideration of the approved scheme that the proximity of residential development to the stadium was not particularly well-suited to family living and that the issue would need to be assessed and negotiated between the Club, Haringey Council and the GLA.

59 It is pertinent to note, however, that there are several family homes in close proximity of the existing stadium, including a series of terraced houses and a four-storey block of flats (Concord House), which face the south stand of the stadium on the opposite side of Park Lane.

Affordable housing

60 London Plan Policy 3.12 requires borough councils to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes. In doing so each council should have regard to its own overall target for the amount of affordable housing provision. This target should take account of the requirements of London Plan Policy 3.11, which include the strategic target that 60% of new affordable housing should be for social rent and 40% for intermediate rent or sale. The Mayor has published an early minor alteration to the London Plan to address the introduction of affordable rent, with further guidance set out in a draft Affordable Rent SPG. With regard to tenure split the Mayor's position is that both social rent and affordable rent should be included within the 60%.

61 While the Mayor has set a strategic investment benchmark that across the affordable rent programme as a whole rents should average 65% of market rents, this is an average investment output benchmark for this spending round and not a planning policy target to be applied to negotiations on individual schemes.

62 Policy 3.12 is supported by paragraph 3.71, which urges borough councils to take account of economic viability when estimating the appropriate amount of affordable provision. The 'Three Dragons' development control toolkit or other recognised appraisal methodology is recommended for this purpose. The results of a toolkit appraisal might need to be independently verified. Paragraph 3.75 highlights the potential need for re-appraising the viability of schemes prior to implementation.

63 Policy SP2 of Haringey Council's emerging Core Strategy DPD, which was subject to an Examination in Public in June/July 2011, requires sites capable of delivering ten or more units to meet a borough-wide target of 50%, based on habitable rooms; with a tenure split of 70% social rented and 30% intermediate housing. However, the strategy goes on to clarify that the Council would seek to achieve the maximum reasonable proportion of affordable housing by negotiating legal agreements on all suitable sites. In particular, affordable housing should be provided on site so that it contributes to the local and strategic objective of creating more mixed communities and avoids creating concentrations of deprivation. As previously noted, this is particularly relevant to the current application site and its locality.

64 In this instance, the applicant anticipates that all the homes proposed in the revised scheme would be available for sale on the open market, although the broad tenure mix of the scheme was still subject to negotiation between the Football Club, the Council and the GLA. The lack of an affordable housing contribution would quite clearly be contrary to the London Plan, unless it can be justified on the basis of a robust appraisal of financial viability, submitted to and independently reviewed on behalf of both planning authorities; especially given that the approved scheme proposed 50% of the 200 units as affordable housing on a 70:30 split of social rented to intermediate tenure and of which 44% were three or four bedroom units suitable for family occupation.

65 The Council recognises in justification of its emerging Core Strategy policy SP2 that there may be physical or other circumstances where an off-site provision of affordable housing would be preferable or of superior quality to that which could be provided on site. It notes, however, that off-site provision misses the opportunity to create mixed and balanced communities and would therefore, only be acceptable where the Council is satisfied that the preferred unit mix and tenure cannot be provided on site.

66 The Council goes on to indicate that where it considers it appropriate to provide the affordable housing off-site, a higher proportion of affordable housing would be sought to reflect the fact that the development achieved 100% private housing on the initial site. Both sites should be considered for the purpose of calculating the affordable housing to be provided, in order to ensure delivery of 50% affordable housing by habitable room across the two sites. Since the ratio of affordable housing to market housing provided on site would be 1:1, the Council would request 100% of the habitable rooms delivered on an alternative site to be affordable.

Children's play space

67 Policy 3.6 of the London Plan sets out that "development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs." Using the methodology within the Mayor's supplementary planning guidance 'Providing for Children and Young People's Play and Informal Recreation' it is anticipated that there will be approximately 31 children within the development. The guidance sets a benchmark of 10 sq.m. of useable child playspace to be provided per child, with under-5 child playspace provided on-site. As such the development should make provision for 310 sq.m. of playspace.

68 The housing component of the scheme is not particularly orientated towards family living, given that it consists entirely of one and two-bedroom units and very close proximity to the proposed 56,250-capacity football stadium, as noted in a preceding section of this report.

69 Nonetheless, the reconfiguration of the residential blocks such that they are splayed around a central courtyard with open amenity space between each block. A total of 2,900 sq.m. of useable space, including private balcony space for all the apartments, is identified in the submitted plans with potential to designate specified areas for children's play as required. No indicative details of this have been provided as part of the outline application. The applicant proposes to deal with this issue as a reserved matter but Haringey Council should secure the requirement for appropriate provision by planning condition.

Urban design

70 Good design is central to all objectives of the London Plan (2011) and is specifically promoted by the policies contained within chapter seven which address both general design principles and specific design issues. London Plan Policy 7.1 sets out a series of overarching design principles for development in London. Other design policies in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites, the quality of new housing provision, tall and large-scale buildings, built heritage and World Heritage Sites, views, the public realm and the Blue Ribbon Network. New development is also required to have regard to its context, and make a positive contribution to local character within its neighbourhood (policy 7.4).

71 The development has been submitted in a format similar to that of the previous application, being predominantly outline in nature. The main design changes relate to the form of development to the north and south of the proposed stadium; the changes to the northern element are relatively minor, whilst those to the south are significant.

Northern application

Northern application

As before, a supermarket is proposed. This would have a similar layout (and indicative appearance) as the previously proposed development, with the same scale at the street-facing edge (with potential for improvements to the legibility of the supermarket entrance, as shown on the visualisation), and the same overall layout. The additional storey at the rear is set against the context of the stadium, and the impact of this addition is minimal, and acceptable in strategic design terms.

Southern application

The previous application proposed a crescent shaped building aligned parallel with Park Lane. The height of the new buildings is similar to that which was previously proposed, but the massing of the buildings in this current application has shifted approximately 90 degrees, to create four separate buildings above the podium, radiating from the stadium. The new buildings respond to Park Lane and the stadium by proposing a lower height at the road, and a greater height closer to the stadium.

The creation of new spaces between the buildings would reduce the impact of the scale on Park Lane, and this is supported. However, the parameter plans setting heights of the buildings (height is a detailed matter) are loose, allowing for up to a 35m variation between minimum and maximum possible heights at the point closest to the road. The approximate parameter values are set out in the following table, and the buildings numbered from west (closest to High Road) to east:

72 As before, a supermarket is proposed. This would have a similar layout (and indicative appearance) as the previously proposed development, with the same scale at the street-facing edge (with potential for improvements to the legibility of the supermarket entrance, as shown on the visualisation), and the same overall layout. The additional storey at the rear is set against the context of the stadium, and the impact of this addition is minimal, and acceptable in strategic design terms.

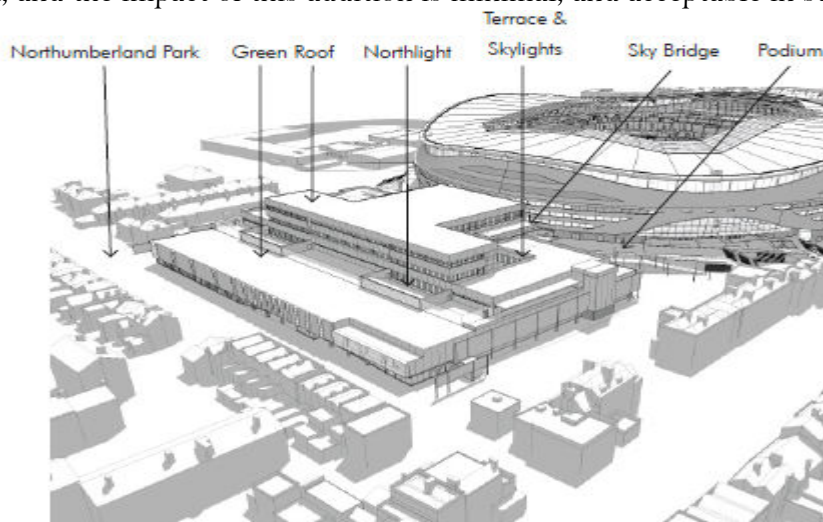


Figure 3: Illustrative sketch of ‘the northern development’ viewed from a north-west direction.
(Source: Applicants Design & Access Statement).

Southern application

73 The previous application proposed a crescent shaped building aligned parallel with Park Lane. The height of the new buildings is similar to that which was previously proposed, but the massing of the buildings in this current application has shifted approximately 90 degrees, to create four separate buildings above the podium, radiating from the stadium. The new buildings respond to Park Lane and the stadium by proposing a lower height at the road, and a greater height closer to the stadium.

74 The creation of new spaces between the buildings would reduce the impact of the scale on Park Lane, and this is supported. The parameter plans setting heights of the buildings (height is a detailed matter), allow for up to an 18 to 28m variation between minimum and maximum possible heights at the point closest to the road. The approximate parameter values are set out in the following table, and the buildings numbered from west (closest to High Road) to east:

	Building 1	Building 2	Building 3	Building 4
<i>Height shown on indicative elevations (closest to the road)</i>	38m	48m	48m	38m
<i>Proposed minimum height (closest to the road)</i>	23m	23m	23m	23m
	Building 1	Building 2	Building 3	Building 4
<i>Proposed minimum height (closest to the road)</i>	Proposed minimum height (closest to the road)	23m	23m	23m
<i>Proposed maximum height (closest to the road)</i>	41m	51m	51m	41m
<i>Height shown on indicative elevations (closest to the stadium)</i>	47m	57m	57m	47m
<i>Proposed minimum height (closest to the stadium)</i>	23m	23m	23m	23m
<i>Proposed maximum height (closest to the stadium)</i>	47m	57m	57m	47m

75 The illustrative scheme shows the lower parameter heights on the Park Lane frontage, and heights that are closer to the upper parameters closer to the stadium frontage. The scale of the upper parameters on the stadium frontage is similar to the height of the stadium, and appropriate to that context. The illustrative scheme, where it faces onto Park Lane, steps down in scale from the main stadium mediating the change in scale from the centre to the edge of the site. The parameter approach allows for flexibility and the building heights on Park Lane could potentially be larger than shown on the illustrative scheme. However in considering the detailed approval the illustrative scheme is a material consideration and Haringey should be able to ensure that the general principle of a reduction in scale to the south of the scheme is maintained as the scheme is worked up in detail.

76 The reorientation of the buildings would reduce the proposed dimensions of the podium space to the immediate south of the stadium. This space was proposed in the original application as being suitable for potential events, such as markets. Despite the reduction of the space to 30m width and the greater scale of enclosure from the reorientation of the buildings, it would remain a suitable space for crowd/event gathering and dispersal, and provide a significant setting for the stadium building.

Residential standards

77 Policy 3.5 of the London Plan introduces a new policy on the quality and design of housing developments. Part A of the policy states that housing developments should be of the highest quality internally, externally and in relation to the wider environment. Part C of the policy states that new dwellings should generally comply with the dwelling space standards set out in Table 3.3, have adequately-sized rooms and convenient and efficient room layouts. Part E of the policy states that the Mayor will provide guidance on implementation of this policy including on housing design for all tenures. The reasoned justification provides further guidance and explanation. In particular, paragraph 3.32 makes clear that *“Securing new housing of the highest quality and protecting and enhancing residential neighbourhoods are key Mayoral priorities”*. The Mayor’s draft Housing Design Guide (July 2009) and the draft replacement Housing SPG (December 2011), provides further guidance on the implementation of these policies.

78 The amended residential configuration removes the potential for north-facing single-aspect units from the southern portion of the scheme, and the predominant east-west configuration of most units will enable good access to light. Information on the residential configuration is limited, but the layout and scale of the blocks suggests that single-aspect units would predominate. This would be acceptable given the east-west aspect, though the outline format of the application means that detailed floor plans have not been submitted. Indicative entrance arrangements and core locations are appropriate. Additionally, residential units would be located closer to the stadium than previously proposed, and this is not acknowledged within the environmental impact assessment addendum. As such, the applicant is recommended to submit an indicative upper-level residential floor plan, demonstrating compliance with the London Plan’s space standards and draft replacement Housing SPG housing guidelines, with examples of noise receptor levels from residential units.

Tall buildings/views

79 London Plan (2011) policy 7.7, which relates to the specific design issues associated with tall and large-scale buildings, are of particular relevance to the proposed scheme. This policy sets out specific additional design requirements for tall and large-scale buildings, which are defined as buildings that are significantly taller than their surroundings and/or have a significant impact on the skyline and are larger than the threshold sizes set for the referral of planning applications to the Mayor.

The proposal contains tall buildings, which are defined within paragraph 7.25 of the London Plan as those that are significantly taller than their skyline. The principle of tall buildings on this site was established within the previous permission, with the stadium and associated new development (particularly the development to on the southern site) considered as tall buildings. The previous application included an assessment of the impact of the tall buildings on the retained heritage assets, and this impact was considered to be acceptable.

80 The current application retains the height of the stadium, and increases the height of the northern (supermarket) building by approximately one storey, which is acceptable due to its negligible impact on townscape and local views. The deletion of the hotel from this application will be beneficial to the local context on Worcester Avenue (alterations to the podium will form part of a separate application) and distance between the southern buildings and the heritage buildings on High Road will be increased, potentially improving their setting.



Figure 4: Illustrative drawing of ‘the southern development’ viewed from the south-west.
(Source: Applicant’s Design & Access Statement).

Inclusive design and access

81 The London Plan (policy 7.2) requires all new development to meet the highest standards of accessibility and inclusion; to exceed the minimum requirements of the Building Regulations and to ensure from the outset that the design process takes all potential users of the proposed places and spaces into consideration, including disabled and deaf people, older people, children and young people. This, together with the Supplementary Planning Guidance ‘*Accessible London: achieving an inclusive environment*’, underpins the principles of inclusive design and aims to achieve an accessible and inclusive environment across London. In addition, these policies require all referable planning applications to be accompanied by a design and access statement, following engagement with relevant user groups, to demonstrate how the principles of inclusive design and accessibility have been integrated into the proposed development, whether relevant best practice standards such as British Standard BS8300:2009 have been complied with, and how inclusion would be maintained and managed.

82 Separate planning and design & access statements have been submitted in support of the two applications and although the masterplan site is generally flat, there is a fall of approximately 1 metre from north to south. Despite the outline status of the application, an access plan is included in the design and access statement for ‘the southern development’, to illustrate various routes for pedestrians, cars and emergency vehicles, as well as the position of entrance points into the residential, health centre/college and health club uses. This is especially welcomed. The statement recognises that shared vehicle/pedestrian spaces, such as that proposed on Worcester Avenue, could disadvantage blind and partially sighted people; it therefore makes provision for clearly designated ‘safe space’ for pedestrian use.

83 Both the planning and design & access statements confirm that the residential units would be designed to Lifetime Homes standards and that 10% of them would be wheelchair accessible, however, the applicant proposes to pursue the details of these at the “reserved matters” stage. An indicative plan has been provided of the lower ground car park and general arrangement. It illustrates the distribution and quantity of ‘Blue Badge’ parking spaces and their relationship to the lift cores, though there is room for improving the latter by linking them closer to the various cores. Regrettably, however, there no residential floor plans have been submitted to allow an assessment of

how many apartments would be served by each core or the proximity of designated wheelchair units to those cores.

84 Detailed site and floor plans have been provided to enable an assessment of the disabled access provisions for the northern development, though written details are rather brief. High priority is accorded in the access strategy to pedestrian and cycle accessibility, including a network of footpaths and cycle ways would be provided to link internal destinations within the site to the existing network of routes outside the site. The statement indicates that disabled users would not be segregated and that provision would be made to ensure that they are able to access the new fourth floor without impediment. In particular, lift provision would be available as an alternative to the wheelchair accessible route from the reception on level one.

85 It is strongly recommended that the Council secure the relevant access provisions by way of appropriate planning conditions.

Transport for London's comments

86 Despite both phases of development representing uplift in floorspace from that previously consented, TfL welcomes that there will be no an increase in parking levels associated with it. For the northern development this will remain at 400 spaces to serve the supermarket and for the southern development, 160 residential spaces are proposed (the consented scheme included 130 residential spaces and 40 hotel spaces).

87 As the impact of additional trips from the consented scheme has been previously agreed and mitigation identified, TfL's comments are confined to the impact resulting from any increase in development. In order to ensure a robust assessment in accordance with London Plan policy 6.3 '*assessing effects of development on transport capacity*', the trip rates should be quoted by direction rather than two-way. The trip rates for the proposed health centre in the southern development appear to be underestimated and should be revised accordingly. Similarly, the trip rates for the health club should be slightly higher to reflect the survey data extracted from TRAVL database. Clarification will also need to be provided on the calculation of the Saturday trips for the health club. TfL expects nevertheless, that should the correct figures be included, the increase in the number of trips would be insignificant when compared to the total number of trips generated by the entire development.

88 In order that the impact on the public transport network can be considered, the assessment should provide a breakdown of the walk/public transport mode split. For buses, trips should be split by direction.

89 TfL notes and agrees with the conclusion of the assessment that the increase in vehicle trip generation would have an insignificant impact on the TLRN or SRN. This is based on the assumption that car use will be constrained by the introduction of weekday controlled parking zones (CPZs). In addition, the additional land uses: health centre, health club and educational buildings, will require separate travel plans. The construction logistics plans (CLP) and service and delivery plans (DSP) secured with the previously consented scheme should also be amended to take account of these uses.

90 In summary, TfL has no objections to the applications provided that any mitigation secured within the consented scheme, including TfL being a co-signatory to the s106, is retained to support the current proposals, together with the adjustments requested above.

Climate change mitigation

91 Chapter 5 of the London Plan sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The policies as collectively require developments to make the fullest contribution to tackling climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply, and incorporating renewable energy technologies with a target of 20% carbon reductions from on-site renewable energy. The policies set out ways in which developers must address mitigation of and adaptation to the effects of climate change.

Energy

Be Lean

Energy efficiency measures

92 A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include energy efficient lamps, lighting control, heat recovery and use of variable speed drives on fan and pump motors. The demand for cooling will be minimised through shading and solar control glazing.

93 The applicant should commit to the development exceeding 2010 Building Regulations compliance through energy efficiency alone.

Be Clean

District heating

94 The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. The applicant has, however, provided a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available.

95 The applicant proposes to install a site heat network. However, the applicant should confirm that all apartments and non-domestic building uses will be connected to the site heat network. A drawing showing the route of the heat network linking all buildings on the site should be provided.

96 The site heat network will be supplied from a single energy centre. This will be located in the north stand of the football stadium. Further information on the floor area of the energy centre should be provided.

Combined heat and power

97 The applicant is proposing to install 1.1MW gas-fired CHP unit in the energy centre as the lead heat source for the site heat network. The CHP is sized to provide the domestic hot water load, a proportion of the space heating and cooling via a 1MW absorption chiller. A reduction in CO₂ emissions of 765 tonnes per annum will be achieved through this second part of the energy hierarchy.

Be Green

Renewable energy technologies

98 The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install biomass boilers. The applicant should provide further information on the proposed biomass boilers including the planned arrangements for supply, delivery and storage. In

addition, the applicant should provide information on the Air Quality implications of adopting biomass, as set out in the GLA Guidance on planning energy assessments.

99 A reduction in CO₂ emissions of 709 tonnes per annum will be achieved through this third element of the energy hierarchy.

100 If biomass boilers are disregarded, for example due to air quality concerns, the applicant should consider alternative renewable energy technologies e.g. solar photovoltaic (PV) panels.

Overall carbon savings

101 The estimated carbon emissions of the development are 4,854 tonnes of CO₂ per year after the cumulative effect of energy efficiency measures, CHP and renewable energy has been taken into account.

102 The applicant should calculate the reduction in regulated emissions compared to a 2010 Building Regulations compliant development. This should be expressed in tonnes of CO₂ per annum and percentage terms.

Air quality

103 London Plan policy 7.14 (*Improving air quality*) is particularly relevant to the concern raised in response to the proposed installation of a biomass boiler as part of the energy strategy for the site. It provides amongst other things that where biomass boilers are proposed, the air quality assessment should include a forecast of pollutant concentrations and permission should only be granted if no adverse impacts from the biomass boiler are identified.

104 As Haringey is designated an Air Quality Management Area (AQMA), GLA officers sought assurance in their stage 2 response to the approved development, that emissions from biomass combustion would be minimised and controlled, including consideration of other energy sources for match days.

105 The applicant subsequently affirmed a willingness to identify emission control devices, such as ceramic filters for the biomass plant, but indicated that since the need for and performance of such equipment could only be determined once the precise details, operational characteristics and performance specifications of particular pieces of plant were known. The applicant was therefore prepared to accept a planning condition requiring submission to and prior written approval of the Council of full details of the energy supply equipment and emissions abatement technology to be implemented as part of the development.

106 It is imperative that Haringey Council includes an appropriate condition on its revised decision notice if it is minded to grant permission for the current proposals.

Community Infrastructure Levy

107 In accordance with London Plan *policy 8.3*, the Mayor of London proposes to introduce a London-wide Community Infrastructure Levy (CIL) that will be paid by most new development in Greater London. Following consultation on both a Preliminary Draft, and then a Draft Charging Schedule, the Mayor has formally submitted the charging schedule and supporting evidence to the examiner in advance of an examination in public. Subject to the legal process, the Mayor intends to start charging on **1 April 2012**. Any development that receives planning permission after that date will have to pay, including:

- Cases where a planning application was submitted before 1 April 2012, but not approved by then.
- Cases where a borough makes a resolution to grant planning permission before 1 April 2012 but does not formally issue the decision notice until after that date (to allow a section 106 agreement to be signed or referral to the Secretary of State or the Mayor, for example),.

108 The Mayor is proposing to arrange boroughs into three charging bands with rates of £50/£35/£20 per square metre of net increase in floor space respectively (see table, below). The proposed development is within the London Borough of Haringey where the proposed Mayoral charge is £35 per square metre. More details are available via the GLA website <http://london.gov.uk/>.

109 Within London both the Mayor and boroughs are able to introduce CIL charges and therefore two distinct CIL charges may be applied to development in future. At the present time, borough CIL charges for Redbridge and Wandsworth are the most advanced. The Mayor's CIL will contribute towards the funding of Crossrail.

Mayoral CIL charging zones Zone	London boroughs	Rates (£/sq. m.)
1	Camden, City of London, City of Westminster, Hammersmith and Fulham, Islington, Kensington and Chelsea, Richmond-upon-Thames, Wandsworth	£50
2	Barnet, Brent, Bromley, Ealing, Greenwich, Hackney, Haringey, Harrow, Hillingdon, Hounslow, Kingston upon Thames, Lambeth, Lewisham, Merton, Redbridge, Southwark, Tower Hamlets	£35
3	Barking and Dagenham, Bexley, Croydon, Enfield, Havering, Newham, Sutton, Waltham Forest	£20

Equalities

110 The 2010 Equality Act places a duty on public bodies, including the GLA, in the exercise of their functions, to have due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. This requirement includes removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic and taking steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it. The Act defines protected characteristics and includes age and disability. The GLA in the discharge of its planning function must engage this duty, in so far as it is applicable to a particular case.

111 In this instance, the unique demographic profile of Northumberland Park and Tottenham as a whole, in terms of age, ethnicity, education, employment levels, housing tenure and general deprivation makes it imperative to ensure that the opportunities of regeneration are distributed as equitably as practicable.

Local planning authority's position

112 Officers propose to report both applications to Haringey Council's Planning Sub-Committee on 13 February 2012.

Legal considerations

113 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

114 There are no financial considerations at this stage.

Conclusion

115 London Plan policies on are relevant to this application. In general, the application complies with some of these policies but not with others, for the following reasons:

- **Housing mix:** The exclusion of all three and four bedroom units from the residential development previously approved is contrary to policies 3.8 (*Housing choice*) and 3.9 (*Mixed and balanced communities*) of the London Plan on and policy 1.1C of the Mayor's Housing Strategy, which sets a strategic target for the provision of affordable, family-sized units in new residential developments.
- **Affordable housing:** The lack of affordable housing in the revised scheme, or alternative provision off-site, is contrary to London Plan policy 3.12 and the emerging Haringey Core DPD, policy SP2, which seek the maximum reasonable amount of affordable housing in private residential or mixed-use schemes.
- **Design:** There is lack of clarity on the apparent siting of residential units closer to the stadium than previously approved and on the impact of the development on views of heritage buildings nearby.
- **Transport:** Inadequate information is provided to enable full assessment of the impact of the revised development on the public transport network; the trip rates appear to be underestimated and/or quoted for two-way rather than split by direction; and no travel plans are provided in respect of the additional educational, health centre and health club uses proposed within the development.
- **Energy:** A limited amount of additional information is required to ensure that the energy strategy is sufficiently robust and compliant with the energy policies of the London Plan.
- **Air quality:** Concern relating to the air quality implications of the proposed biomass boiler remains an outstanding issue to be addressed.

116 Whilst the application is broadly acceptable in strategic planning terms, [on balance, it does not fully comply with the London Plan.

117 The following changes might, however, remedy the above-mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan:

- **Housing mix:** A more robust justification is required for the elimination from the approved scheme of all three and four-bedroom units, given the existence of some similar family accommodation in close proximity to the proposed stadium.
- **Affordable housing:** The lack of an affordable housing contribution within the scheme or off-site should be justified by the submission of a detailed financial viability appraisal for independent review on behalf of the Council and the results shared with the GLA prior to any subsequent referral of the outline housing application for 'the southern development back to the Mayor for a decision.
- **Design:** Given the apparent closer proximity of residential units to the proposed stadium, the applicant is recommended to submit an indicative upper-level residential floor plan, demonstrating compliance with the London Plan's space standards and draft replacement Housing SPG housing guidelines, with examples of noise receptor levels from residential units. In addition, the realignment of the southern buildings, from a roadside orientation to four roughly parallel buildings radiating from the stadium, must be shown on clear visualisations to enable full assessment of their impact on views of the heritage buildings from the A1010 High Road.
- **Transport:** The applicant should address each of the issues raised by TfL in paragraphs 86 to 90 of this report to ensure full compliance with the transport policies of the London Plan, as summarised in paragraph 115 above.
- **Energy:** The applicant should:
 - Commit to exceeding the 2010 Building Regulations compliance through energy efficiency alone
 - Calculate the reduction in regulated emissions (expressed in tonnes of CO₂ per annum and percentage terms) compared to a 2010 Building Regulations compliant development.
 - Confirm, illustrated by a drawing showing the route of the heat network, that all apartments and non-domestic buildings would be fully connected to the site heat network.
 - Provide further information on the floor area of the energy centre.
 - Provide further information on the proposed biomass boilers, including the planned arrangements for supply, delivery and storage.
 - Provide information on the air quality implications of adopting biomass, as set out in the GLA Guidance on planning energy assessments.
 - If biomass boilers are disregarded, for example due to air quality concerns, the applicant should consider alternative renewable energy technologies e.g. solar photovoltaic (PV) panels.
- **Air quality:** Given the ongoing concern over the air quality implications of a biomass boiler, Haringey Council should, if it is minded to grant permission, impose an appropriate condition requiring full details of the proposed energy supply equipment and emissions abatement technology to be submitted to, approved in writing by the Council and fully implemented as part of the revised development.

(C) non-compliance, without suggested remedies

for further information, contact Planning Decisions Unit:

Colin Wilson, Senior Manager - Planning Decisions

020 7983 4783 email colin.wilson@london.gov.uk

Justin Carr, Strategic Planning Manager (Development Decisions)

020 7983 4895 email justin.carr@london.gov.uk

David Blankson-Hemans, Senior Strategic Planner, Case Officer

020 7983 4268 email david.blankson-hemans@london.gov.uk

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Planning Sub-Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**13 February 2012**

Reference No: HGY/2011/ 2351	Ward: Northumberland Park
Date received: 21 December 2011	
Address: : Land off Park Lane, Tottenham, N17	
Proposal: Proposed demolition and redevelopment to provide housing (Use Class C3) plus college (Use Class D1) and/or health centre (Use Class D1) and/or health club (Use Class D2); together with associated private and public open space, car parking, landscaping and related works; and altered footways, roads and vehicular accesses. Outline application with details of ‘appearance’, ‘scale’ and ‘landscaping’ reserved for subsequent approval.	
Existing Use: Football Stadium	
Proposed Use: Residential (C3), college (D1), health centre and health club (D2),	
Applicant/Owner: Tottenham Hotspur Property Co. Ltd.	

DOCUMENTS

Title
Planning Statement Dec 2011
Design & Access Statement 21 Dec 2011
Statement of Community Involvement 21 Dec 2011
Transport Statement and Draft Travel Plan 20 Dec 2011
Environmental Statement 2010 and addendum Dec 2011
Water Strategy May 2010 and Addendum Dec 2011
Waste Strategy Dec 2011
Energy Strategy Aug 2010 and Addendum Dec 2011
Sustainability Statement May 2010 and Addendum Dec 2011

PLANS

Plan Number	Rev.	Plan Title
11581/400	P1	Planning Boundary
11581/401	P1	Building Footprints
11581/402	P1	Maximum & Minimum Building Heights
11581/403	P1	Use Plan – CP1/Ground Floor
11581/404	P1	Use Plan – CP2
11581/405	P1	Use Plan – Level 1
11581/406	P1	Use Plan – Level 2
11581/407	P1	Use Plan – Typical Upper Floor
11581/408	P1	Site Access
11581/409	P1	Maximum Parameter Elevation – Park Lane

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Case Officer Contact:

Jeffrey Holt

P: 0208 489 5131

E: jeffrey.holt@haringey.gov.uk**PLANNING DESIGNATIONS:**

Site Specific Proposal 13

RECOMMENDATION

GRANT PERMISSION subject to conditions and subject to s106 Legal Agreement..... plus Mayoral Direction

SUMMARY OF REPORT:

The application is an OUTLINE application for a mixed-use development of education and/or health club and/or health centre uses with residential above. The development forms part of the wider NDP scheme for the redevelopment of the Tottenham Hotspur FC and is integral to making the scheme financially viable. The application seeks to secure details of “access” and “layout” with “landscaping”, “appearance” and “scale” reserved for future approval.

The development is considered to contribute to the regeneration of the Northumberland Park area by providing housing and locally beneficial uses and is supported by existing and emerging local and regional planning policies which to seek ensure that development is sustainable, supports economic growth, is of a high design quality and has no harmful impact on amenity.

The applicant has engaged with local stakeholders and has proposed a package of measures to mitigate essential impacts of the development. Implementation of these measures would be secured through a section 106 legal agreement applying to the whole NDP site.

In determining this application, officers have had regard to the Council’s obligations under the Equality Act 2010.

It is considered that the scheme is consistent with planning policy. In design terms the scheme would sit well within the overall stadium redevelopment proposal, provide a strong street frontage to Park Lane and to the proposed public open space podium of the proposed stadium. Subject to appropriate conditions and s106 contributions it is recommended that the application be granted planning permission.

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	Appendix 1: Consultation Responses
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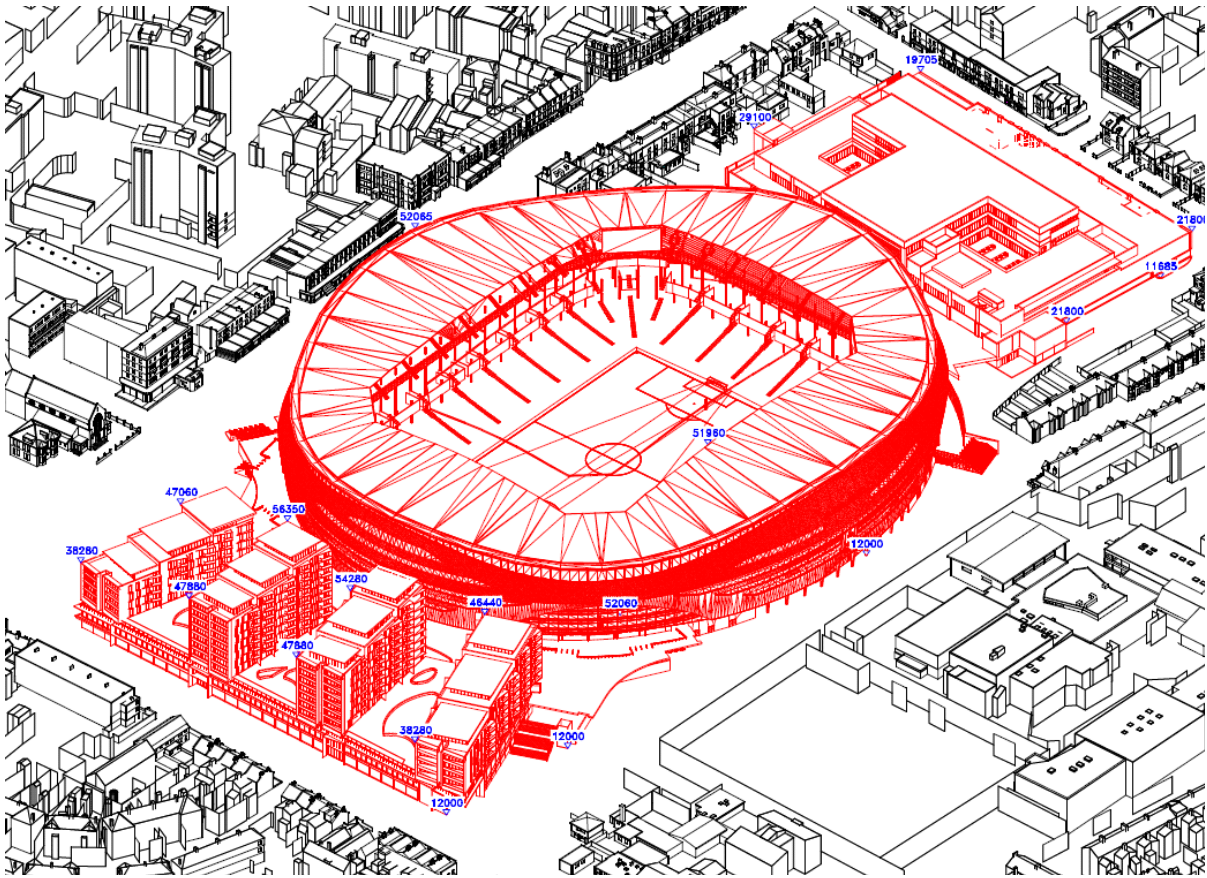
Appendix 7: GLA Stage 1 Report

1.0 PROPOSED SITE PLAN



2.0 IMAGES

Wireframe rendering showing proposed development in NDP site context (Illustrative only)



View from approved plaza looking east (Illustrative only)



View looking north-east. Park Lane in the foreground (Illustrative only)



3.0 SITE AND SURROUNDINGS

- 3.1 The site is 1.2ha in area and its boundary site is based on the outline of the southern element of the Tottenham Hotspur Football Club (THFC) redevelopment approved in 2010. Relative to present day conditions, it roughly includes the southern half of the existing stadium and the parking area to the west. At a broad level the site is bounded by the High Road (A1010) to the west, Park Lane to the south and Worcester Avenue to the east.
- 3.2 The London Liverpool Street to Stansted Airport / East Anglia railway line runs north-south to the east of the site, with Northumberland Park station approximately 750m east of the site. The London Liverpool Street to Enfield Town / Cheshunt line runs to north-south to the west of the site with White Hart Lane station approximately 200m from the site.
- 3.3 The area around the site is characterised by a diverse mix of building types and uses, but the predominant land use is residential with a high proportion of Council owned social rented housing. Immediately to the east is the St Paul and All Hallows Church of England School. Development is a mixture of Victorian, Edwardian and more recently constructed brick buildings.
- 3.4 The stretch of the High Road west of the site is designated as a Local Shopping Centre in the UDP but it performs many of the functions of a larger town centre for example accommodating a wide variety of main town centre uses, including Council Offices, Tottenham Sports Centre and a Public Library an supermarket.
- 3.5 The Tottenham High Road/North Tottenham Conservation Area is to the west of the site. Nearby buildings of note include No. 744 High Road (Warmington House), which is a Grade II listed early C19 three storey building set back from the High Road and the adjoining Nos. 740 & 742 High Road, which are locally listed Victorian buildings. These buildings make a positive contribution to the Conservation Area.
- 3.6 The site is located in Northumberland Park Ward, one of the most vibrant and diverse parts of the borough but it suffers from significant levels of deprivation and higher rates of unemployment than in the rest of Haringey or London.

Context within wider NDP scheme

- 3.7 Permission was granted in 2010 for a comprehensive regeneration scheme centred on the development of a new stadium for the Tottenham Hotspur Football Club (see Section 4.0 Planning History). This is known as the Northumberland Development Project (NDP). In that instance, the application site was 11.5 ha and roughly bounded by High Road, Northumberland Park, Worcester Avenue and

Park Lane. The consent included residential, hotel and office development at the southern end of the NDP site. The current application relates to this area only.

4.0 PLANNING HISTORY

4.1 Planning permission was granted 20th September 2010 for a suite of 4 applications for the comprehensive redevelopment of the THFC stadium and surrounding area. The application reference numbers and descriptions are listed below:

- HGY/2010/1000:

Demolition and comprehensive redevelopment of a stadium (Class D2) with hotel (Class C1), retail (Class A1 and/or A2 and/or A3 and/or A4 and/or A5), museum (Class D1) offices (Class B1) and housing (Class C3); together with associated facilities including the construction of new and altered roads, footways, public and private open spaces; landscaping and related works. Details of "appearance" and "scale" are reserved in relation to the proposed residential and hotel buildings.

- HGY/2010/1001:

Conservation Area Consent for demolition of 734-740, 742, 744a, 752a, 752b, 752c, 754-766, 768-772, 776 and 778-788, 806a, 806b High Road, N17, Paxton Hall, Paxton Road, N17, 2-6 Northumberland Park, N17 and any other buildings and structures within the curtilage of these buildings on land bordered by Northumberland Park N17 to the North, High Road N17 to the West, Park Lane N17 to the South and Worcester Avenue N17 to the East within the North Tottenham Conservation Area in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing, together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and related works.

- HGY/2010/1002

Listed Building Consent for internal and external alterations of Warmington House and part demolition to remove later additions.

- HGY/2010/1003

Listed Building Consent for demolition of Fletcher House in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing, together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and related works.

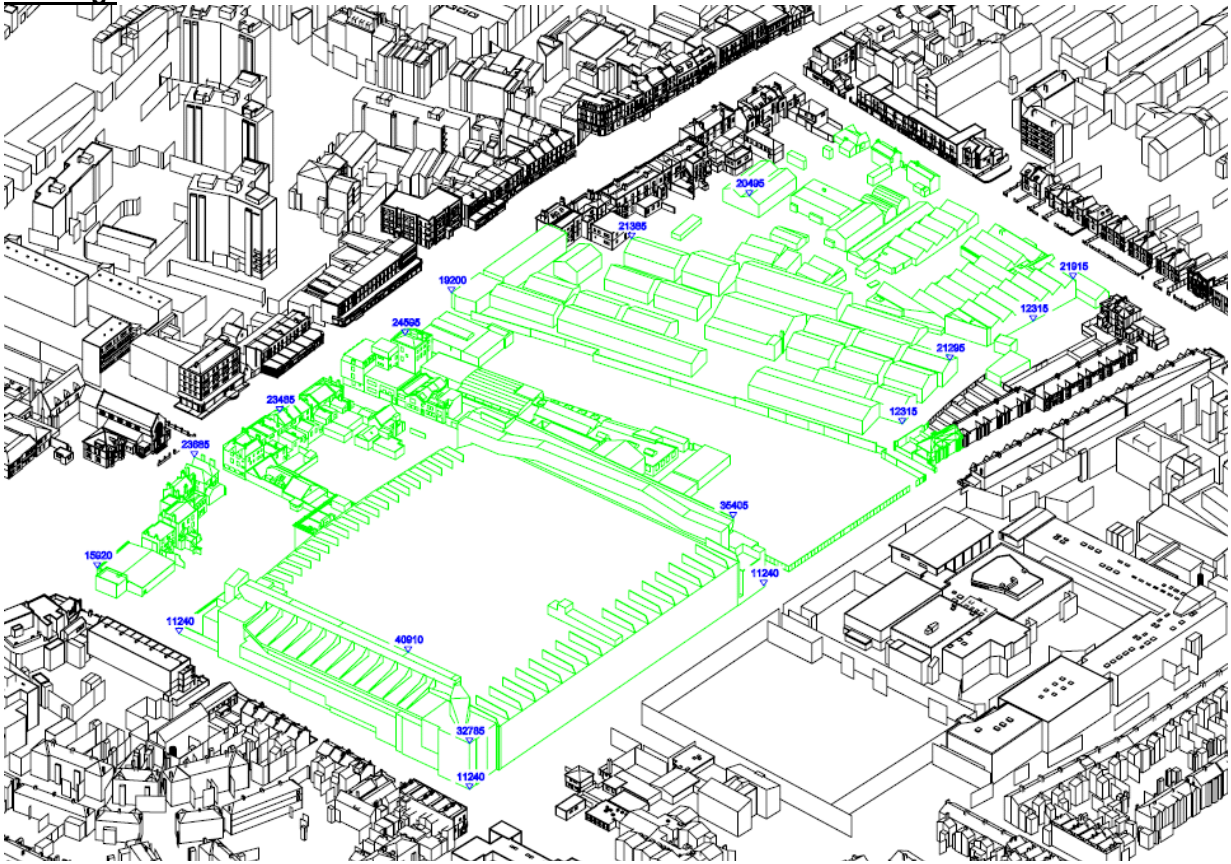
4.2 The site's full planning history has been reviewed and there are no issues relevant to the application arising. Please see Appendix 5 for the full history.

5.0 PROPOSAL DESCRIPTION

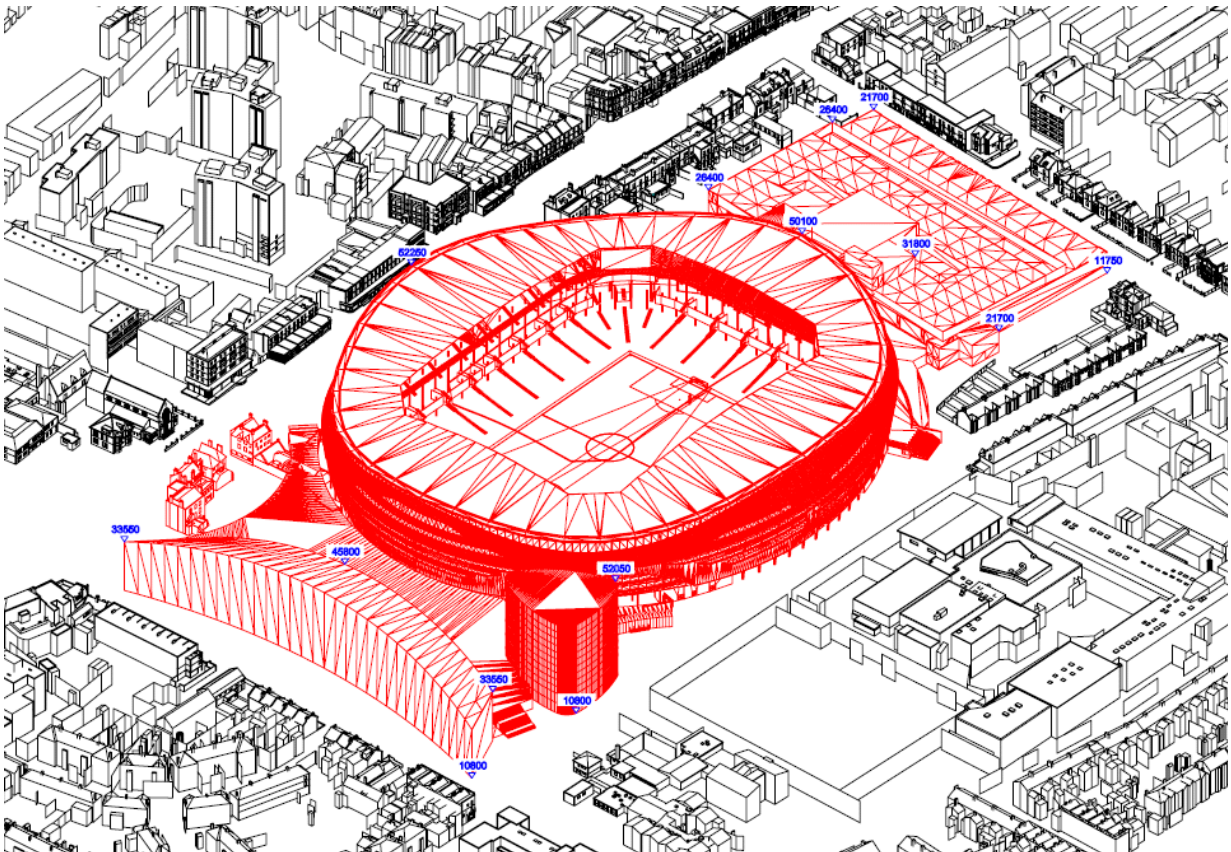
- 5.1 Outline planning permission was granted on 20 September 2011 (following the then Planning Committee's resolution to grant permission on 30 September 2010) for a development of up to 200 homes, a 150 bed hotel, 733m² of office space, club museum and shop as well as 121 residential car parking spaces. That permission formed part of the overall consent issued for the Tottenham Hotspur Northumberland Development Project.
- 5.2 This current application is an **outline** application for an amended version of the consented development. The application relates only to the land south of the stadium and does not include the stadium itself or the food store development, which is subject to a separate full application.
- 5.3 The current proposal retains the podium (reduced in width from 40m to 30m) and 'interlocks' with the stadium in the same way as previously approved. However, the proposal is now for 285 homes within four blocks that are arranged in finger pattern instead of one single block. Between these blocks are 3 courtyard amenity areas. The lower floors of the building are to be occupied by college and/or health centre and/or health club uses, which will line the podium along Park Lane. These uses will be accommodated in up to 15,000m² of floor space.
- 5.4 Sitting on top the 3 non-residential floors are 4 residential blocks. The outer two blocks are 7 storeys above ground level and the middle two blocks 10 storeys to Park Lane. They then go up a further 2-storeys towards the stadium.
- 5.5 Access to the building varies according to use. Pedestrian access to the non-residential component is from Park Lane. Access to the residential blocks is possible from both Park Lane and the podium with each block having separate entrances. Vehicle access for residents and emergency vehicles is from Worcester Avenue.
- 5.6 The application is outline and seeks formal approval for "access" and "layout" only. Matters concerning appearance, landscaping and scale are reserved for future approval.

Comparison between existing, consented and proposed buildings.

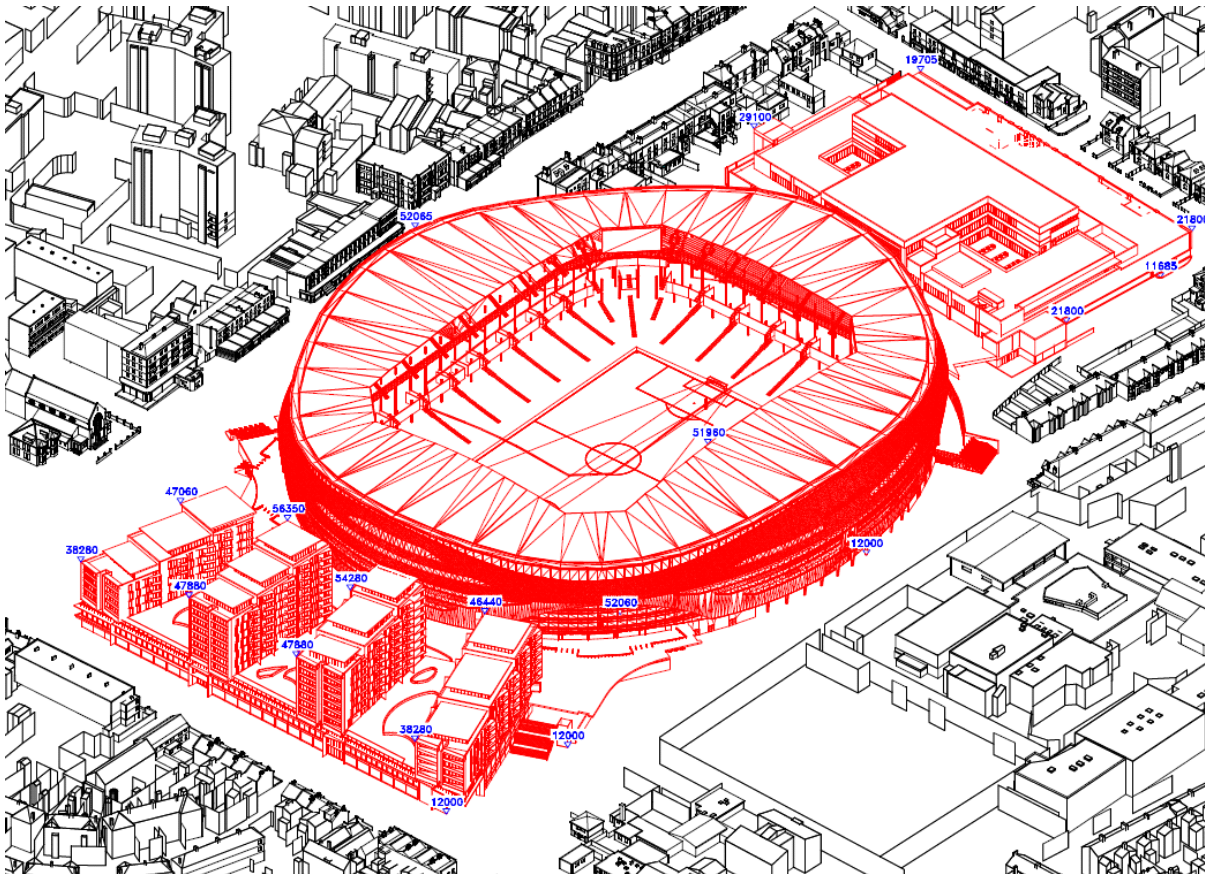
Existing:



Consented 2011:



Proposed 2011:



6.0 RELEVANT PLANNING POLICY

6.1 The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

- National Planning Policy Guidance
- National Planning Policy Statements
- The London Plan 2011
- Haringey Unitary Development Plan (Adopted 2006)
- Haringey Supplementary Planning Guidance and Documents
- Haringey Local Development Framework – Core Strategy and Proposals Map:
Haringey's draft Core Strategy was submitted to the Secretary of State in March 2011 for Examination in Public (EiP). This EiP commenced on 28th June but is not yet concluded. As a matter of law, some weight should be attached to the Core Strategy policies which have been submitted for EiP however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.
- Haringey Draft Development Management Policies:
The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. The DM DPD is at an earlier stage than the Core Strategy and therefore can only be accorded limited weight at this point in time.

6.2 A full list of relevant planning policies is in Appendix 2.

7.0 CONSULTATION

7.1 The Council has undertaken wide consultation. This includes statutory consultees, internal Council services, Ward Councillors, local residents and businesses. A list of consultees is provided below.

7.1.1 Statutory Consultees

- GLA
- LB Barnet
- LB Enfield
- LB Hackney
- LB Islington
- LB Waltham Forest
- Corporation of London
- Ancient Monuments Society
- London Development Agency
- Transport For London Road Network
- English Heritage - London Region
- Natural England
- Environment Agency
- Thames Water Utilities

- British Waterways – London
- Met Police Crime Prevention Officer - Andrew Snape
- London Fire Brigade - Edmonton Fire Station
- CABE (Commission For Architecture & The Built Env.)
- Government Office For London
- Greater London Archaeology Advisory Service
- London Waste Ltd
- Network Rail
- The Highway Agency
- Council For British Archaeology
- Society For The Protection Of Ancient Buildings
- Georgian Group
- The Victorian Society
- Twentieth Century Society
- Sport England - London Region
- North London Chamber Of Commerce
- Lee Valley Regional Park Authority

7.1.2 Internal Consultees

- Building Control
- Transportation
- Waste Management/Cleansing
- Legal
- Food and Hygiene
- Strategic and Community Housing
- Environmental Health – Noise and Pollution
- Arboricultural
- Parks
- Policy
- Education – Children and Young People
- Property Services
- Housing
- Economic Regeneration
- Design and Conservation

7.1.3 External Consultees

- Ward Councillors
- Tottenham Civic Society
- Tottenham CAAC
- Design Panel

7.1.4 Local Residents

- Residents of 6,596 properties were consulted
- A Development Management Forum was held on 18 January 2012 attended by approximately 20 local people and businesses. The minutes are attached at

Appendix 3

- 7.2 A summary of statutory consultees and residents/stakeholders comments and objections can be found in Appendix 1. Consultation responses raised the following broad issues:
- Design
 - Housing mix
 - Lack of cycle provisions
 - Air quality
 - Sustainability
 - Demand on services
- 7.3 Attendees of the Development Management Forum raised the following broad issues:
- Nature of the uses proposed
 - Amendments to the s106 agreement
 - Funding
 - Dwelling and tenure mix
 - Height and design
 - Construction dust and impact on Worcester Avenue
 - Sustainability
 - Car parking
 - THFC's intention to stay within Tottenham
 - Possibility of extension of tube
 - Alternatives to a football stadium
- 7.4 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment in part 8 of this report.
- 7.5 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting and in view of this the number of letters received is likely to rise further after the officer's report is finalised but before the planning application is determined. These additional comments will be reported verbally to the planning sub-committee.

Design Panel

- 7.6 The scheme was presented to the Haringey Design Panel 12 January 2012. The minutes of which are in Appendix 4.
- 7.7 The panel recognised the overall need for redevelopment and the principle of housing. It had the following concerns:
- Need for more dual aspect housing and less long corridors
 - Need for quality materials and landscaping

- Design should be bolder and as good as the stadium
- Housing is out of scale

7.8 Officers views on these comments are:

- The housing blocks have no north facing units
- All units receive good light
- The corridor lengths & lift cores are reserved matters
- Materials are subject to condition
- The shift from a single long block to a divided form is an improvement
- The scheme is an overall improvement on that consented

Applicant's consultation

7.9 The applicant has undertaken their own extensive community consultation prior to the original NDP application and prior to the submission of this application.

7.10 Consultation on the NDP scheme occurred between October 2008 and July 2010. The NDP scheme included a food store at an early stage and was an element subject to consultation. In brief, consultation on the NDP scheme consisted of:

- Distribution of 50,000 flyers
- Letters to 50 local community groups and residents organisations and all those who lease or own the freehold on a plot affected by the project
- Local newspaper adverts were placed in 4 papers over a period of 2 weeks
- Exhibitions in multiple languages at convenient times
- website
- Comment cards and dedicated telephone hotline and email address
- Meetings and presentations to key local groups, including heritage committees, Worcester Avenue residents, Northumberland Park residents, schools, church leaders and the Tottenham Traders Partnership.

7.11 The above consultation saw general support for the scheme which carried through the Council's statutory consultation and eventual planning approval at Planning Committee.

7.12 In advance of submitting the current application, the applicant has sent a briefing sheet and letter to explain the amendments to the food store building. These were sent on the 19th of December 2011 to:

- All residents of Northumberland Park, living between Tottenham High Road and Grange Road
- All residents of Worcester Avenue
- All occupiers of the premises known as the "Northern Terrace_ - those buildings to be retained on the Stadium side of Tottenham High Road up the junction with
- Northumberland Park
- Tottenham Civic Society
- Tottenham Conservation Area Advisory Committee
- Tottenham Traders Partnership

- Northumberland Park Ward Cllrs - Cllr Amin, Cllr Bevan, Cllr Peacock
- David Lammy MP
- Lynne Featherstone MP
- Joanne McCartney, London Assembly Member

7.13 Full details of the applicant's consultation can be found in their Statement of Community Involvement submitted with the application.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

The main issues in respect of this application are considered to be.

- 8.1 Outline Matters
- 8.2 Principle of Development
- 8.2 Employment
- 8.4 Design, Mass, Bulk, Density and Dwelling Mix
- 8.5 Open Space and Landscaping
- 8.6 Viability and Affordable Housing
- 8.7 Conservation
- 8.8 Transport, Access, Parking and Highways
- 8.9 Inclusive Design and Access
- 8.10 Environmental Impact Assessment
- 8.11 Air Quality
- 8.12 Archaeology
- 8.13 Ground Conditions and Contamination
- 8.14 Ecology
- 8.15 Daylight, Sunlight and Overshadowing
- 8.16 Noise and Vibration
- 8.17 Cumulative Effects
- 8.18 Waste and Recycling
- 8.19 Socio-economics
- 8.20 Townscape and Visual Effects
- 8.21 Lighting
- 8.22 Microclimate
- 8.23 Water Resources and Flood Risk
- 8.24 Energy, Sustainability and Climate Change
- 8.25 Greater London Authority (GLA)
- 8.26 Development Management Forum 18 Jan 2012
- 8.27 Planning Obligations – Section 106 Legal Agreement and Heads of Terms

8.1 Outline Matters

8.1.1 The application is for a residential-led, mixed-use development. The outline planning application seeks to fix "Access" and "Layout" only. Maximum and minimum parameters have been provided for the height and extent of the development. Therefore details of the following would be reserved for future approval:

- Scale (within parameter plan range);
- Landscape; and
- Appearance

8.1.2 This approach would enable the Council to agree maximum building envelopes and footprints for the proposed development, whilst providing flexibility for the detailed design at the Reserved Matters stage. The applicant has submitted elevation drawings and 3D renderings of the completed development but these are for illustrative purposes only.

8.2 Principle of Development

8.2.1 The application proposes the development of a mixed-use development consisting of 285 homes and college, health centre and health club uses within 15,000m² of space.

8.2.2 The site is within the UDP allocation for Site Specific Proposal (SSP) 13, which covers the existing stadium. For this site, the UDP seeks expansion of the club plus better facilities and mixed use development, including residential & possibly a hotel. The proposed development is considered to be in compliance due to inclusion of housing and development to enable expansion of the club.

8.2.3 The site is adjacent to the Tottenham High Road Regeneration Corridor for which UDP Policy AC3 seeks redevelopment of the football club. The proposal is considered consistent with this aim as the development will make the overall redevelopment of the club viable.

8.2.4 The site is within the Draft Upper Lee Valley Opportunity Area as allocated under the London Plan 2011. These Areas are identified as areas with significant brownfield land for new housing, commercial and other development. The site is also within the London-Stansted-Cambridge-Peterborough growth corridor designated by Central Government and supported by the Mayor. The proposed development makes appropriate use of brownfield land to provide new employment generating activities to the Opportunity Area and more intensive development to the growth corridor.

8.2.5 The Mayor has prepared a Draft Upper Lee Valley Opportunity Area Planning Framework (OAPF) which was published for consultation in November 2011. It applies London Plan policy for the Upper Lee Valley Opportunity Area. The site comes under the Northumberland Park growth area which seeks mixed use development. The proposed development is considered to be supportive of this aim.

8.2.6 Northumberland Park and Tottenham key related statistics:

- The Indices of Multiple Deprivation show that Tottenham as a whole is in the 10% most deprived areas of England, half of the SOAs in Northumberland Park ward are judged to be in the 5% most deprived (with the rest in the 10%)

- The Northumberland Park ward has the highest percentage of social housing of all 19 Haringey wards with over 10% of the borough's social housing stock located there
- Approx 53% of the housing in Northumberland Park ward is social housing, compared with 43% across Tottenham as a whole and 30% across Haringey
- Excluding out of borough placements, 72% of Haringey's temporary accommodation placements are in Tottenham
- The dominant social housing unit size in Northumberland Park is 1-2 bed (over 1300 properties) this is almost double all other wards and reflects the already dense nature of the ward – more vulnerable people are also likely to be placed in these smaller units. This also means that Northumberland Park has the highest level of overcrowding in the borough.
- In Council properties in Northumberland Park, the proportion of leaseholders to tenants is approx 3.5:1 (but this is broadly in line with the rest of Tottenham)
- Between 2004 and 2011, approx. 30 new build market homes were built in Northumberland Park, compared to almost 300 intermediate and social rented new builds

Housing Policy – Planning and Strategy – Affordable Housing

- 8.2.7 Haringey is committed to working with the Mayor to meet the housing needs of both the borough and the capital as a whole. Maximising the supply and availability of housing, is a key priority in Haringey's Community Strategy, Housing Strategy and emerging Core Strategy. Ensuring an increase in affordable housing is also important along with a commitment to mixed tenure neighbourhoods and overcoming the tenure in balance between the east and west parts of Haringey.
- 8.2.8 Haringey currently applies an affordable housing target of 50% on all residential developments with a capacity for 10 or more homes. Within this 50%, the Council seeks to achieve - borough wide - 70% social rented and 30% intermediate housing (i.e. affordable home ownership and intermediate rent). However, the precise mix on individual sites must have regard to issues such as the existing proportion of social rented housing in the ward, the suitability of the site for family housing and individual site costs and viability
- 8.2.9 The Council wants to promote a more balanced tenure mix across the borough which does require additional market housing in Tottenham. There is also a need for more affordable homes in the east to ensure access to good quality housing for those on lower incomes, and there is a specific Planning Policy for Tottenham where if affordable housing is proposed it is focused on "shared ownership, key worker housing and sub market homes". Planning policy therefore allows individual and key regeneration schemes in Tottenham that are fundamental to the area's transformation to support predominantly/only private housing.
- 8.2.10 The existing permission for the overall NPD scheme included the provision of 200 homes along with hotel and office space. As permission has been granted, the principle of more intensive, residential-led development at the southern of the NDP site has been accepted.

8.3 Employment

- 8.3.1 Permission is sought for 15,000 m² of floor space for education and/or health centre and/or health club use (Class D1 and/or D2). While this is less than previously consented, this is no reason to refuse the scheme as the proposal is still compliant with planning policy.
- 8.3.2 Permission is sought for 15,000 m² of employment/community space. This is less than previously consented. The proposed development will contribute to the regeneration aims for the area by providing a source of employment through the college, health centre and health club uses. No estimate has been provided for the expected number of jobs created by the development. In the environmental statement, estimates have been provided for the football club as a whole and the hotel. It is unfortunate that the hotel is no longer included in this outline application. However, compared to the existing situation, it is likely that there would be a net addition to employment opportunities for the local area.

8.4 Design, Mass, Bulk, Density and Dwelling Mix

8.4.1 Table 1 Key Scheme Differences

	Consented Northern Development (Sept. 2011)	Outline Planning Application (Revised Scheme) (2012)
No. of dwellings	200	285
Office space	15,000m ²	N/A
Hotel	150 beds	N/A
Health Centre and/or Health Club and/or College	0	15,000m ²
Height above site ground level	36m (max)	46.7m (max)
Height above AOD (sea level)	46.8m (max)	57.49m (max)
Height of approved stadium	42m	42m (no change)
Storeys	3-12	3-12
Parking	161	200

Approved design

8.4.2 For the development south of the stadium, the housing is arranged in a single crescent-shaped building on an east-west axis rising from a minimum height of 23m above ground level at either end to a maximum of 36m in the middle. The building sits above its own podium, which encloses 121 residential car parking spaces, cycle parking, waste and recycling facilities. Three storey town houses line the podium along Park Lane. To the east of the site is a hotel with a triangular plan and maximum height of 41m.

Current proposal

8.4.3 The current proposal retains the podium and 'interlocks' with the stadium in the same way as previously approved. However, the proposal is now for the residential accommodation to be within four 7 to 10 storey blocks on a 3-storey podium containing college and/or health centre and/or health club uses. These non-residential uses will line the podium along Park Lane.

8.4.4 The massing of the building is such that the non-residential elements will form the edges of the development, creating strong animated frontages on Park Lane, the podium and the public space at the junction with the High Road. The non-residential floors are set back 8m from Park Lane, which is a greater set back than in the previous design. This allows for 25m separation between the new building and the existing homes on the southern side of the street. It will also allow for new

tree planting as well as improved cycle and pedestrian routes. The third and uppermost storey of the non-residential element is set back to reduce the impression of bulk on each elevation.

- 8.4.5 The four residential blocks are rectangular in plan and are arranged in radial pattern relative to the centre of the stadium. Between these buildings, three new green spaces will be created with trees, new planting and child's play facilities to provide both private and communal space for the residents. This arrangement maximises light penetration into the building, the amenity spaces and the public space on the podium as well as provides the required separation for facing dwellings. The layout also improves the aspect and light to the hospitality lounges in the stadium and avoids any incidence of north facing residential units.
- 8.4.6 The maximum height of these blocks is set within a set of parameters as shown on dwg. No. 11581-403-P1. The height envelopes are arranged so that the highest elements are in the middle and nearest to the stadium and stepping down towards Park Lane and further down towards the High Road and Worcester Avenue. This arrangement eases the transition between the bulk of the stadium and the existing development. The parameter approach allows for flexibility and allowing for changes in the building height within the maximum height of 46.7m. However, the illustrative scheme shows the most likely design approach.
- 8.4.7 The amended design will result in a reduction in size of the podium public space however it remains over 30m wide and runs uninterrupted across the site as per the previously consented design. Its function as a venue for local events is not compromised. The arrangement will however result in an increase in the size of the public open space around the retained historic buildings on the High Road as the building is further east. The greater separation reduces the contrast in height and bulk between the new development and these historic buildings.
- 8.4.8 No comments regarding design were raised at the Development Management Forum.
- 8.4.9 The Design Panel raised the following concerns:
- Need for more dual aspect housing and less long corridors
 - Need for quality materials and landscaping
 - Design should be bolder and as good as the stadium
 - Housing is out of scale
- 8.4.10 Officers' views are that revised design has the benefit of removing all north facing units and providing more light penetration to both the podium and the units themselves. The change in design from a single long block to a series of smaller blocks, breaks up the mass of the development and allows it to sit more appropriately within the local urban form. Design details such as the quality of materials and the layout of the flats and corridors are reserved matters. The revised scheme is considered to be an improvement on the consented design.

- 8.4.11 The design, mass and bulk of the development are considered to respond adequately to the site's orientation and context. It will sit well within existing pattern of development and the wider NDP scheme as well as improve the quality of the public realm.
- 8.4.12 Design detailing and materials will be subject to further approval through Reserved Matters applications.

Density

- 8.4.13 The proposed development is for 285 homes (estimated to be 19,400m² of floorspace) and 15,000m² of non-residential floorspace. Density for mixed use schemes is calculated on a proportional basis between uses. As the residential component makes up approximately 2/3 of the floorspace, the density is calculated by the dividing number of homes by the 2/3 of the site area. This gives a density figure of 421 units per hectare.
- 8.4.14 Table 3.2 of The London Plan sets out the acceptable range for sites according to their context and Public Transport Accessibility Level (PTAL). The application site has a PTAL of 4 and would fall within the "Urban" category of the table. As such, the desirable density range is 70-260 unit/ha. Although the proposal exceeds the range, the proposed density would be achieved by high-rise development against a backdrop of a stadium approximately 50 metres at its highest and a spread of the units over four well-separated blocks rather than one. Furthermore, within the context of the entire NDP site, density at a wider scale would be lower as the stadium and food store do not include residential development.

8.5 Open Space, Landscaping and Child Playspace

- 8.5.1 Open space is provided to residents in three courtyard areas interspersed between the four residential blocks. The applicant is not seeking formal approval of the open space and landscaping elements of this scheme however a total of 2,900 m² of useable space, including private balcony space for all the apartments, is identified in the submitted plans with potential to designate specified areas for children's play as required.
- 8.5.2 Haringey's Housing SPD requires residential developments to provide external amenity space and this should be appropriate to the needs of the likely occupants. The application currently proposes 1- and 2-bed dwellings only and the SPD states that for non-family units the required amenity space consists of useable communal space of 50 m² plus 5 m² per additional unit over five units. For a 285 dwelling development, this would equate to 1,450m² and the proposal would comfortably accommodate this requirement.
- 8.5.3 The Council's Open Space and Recreation Standards SPD sets out Haringey's play space standards under the current UDP and the emerging Core Strategy. It determines the playspace requirements based on the expected child yield of the development. The mix of 1- and 2-bed units is not yet confirmed however if the maximum possible figure was calculated, i.e. all 2-bed dwellings, the development would give a child yield of 31. At 3m² per child, the development would require at

least 93m² of playspace.

- 8.5.4 Policy 3.6 of the London Plan sets out that “development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.” The Mayor’s supplementary planning guidance ‘Providing for Children and Young People’s Play and Informal Recreation’ sets out its own more onerous methodology for calculating playspace. The GLA have anticipated that there will be approximately 31 children within the development. The guidance sets a benchmark of 10 sqm² of useable child playspace to be provided per child, with under-5 child playspace provided on-site. As such the, under the Mayor’s standards, the development would need to provide 310m². of playspace.
- 8.5.5 It is expected that the above playspace requirements will be accommodated within the three courtyard amenity areas. However, the exact details of provision will be subject to further approval through Reserved Matters applications in order to meet Haringey’s and the Mayor’s standards.

8.6 Viability and Affordable Housing

Policy Context

- 8.6.1 PPS3 “Housing” paragraph 29 highlights viability as a material consideration with regards to affordable housing provision “assessment of the likely economic viability of land for housing within the area, taking account of risks to delivery and drawing on informed assessments of the likely levels of finance available for affordable housing, including public subsidy and the level of developer contribution that can reasonably be secured”.
- 8.6.2 Similarly, The London Plan (2011), policy 3.12 states that Boroughs should seek “the maximum reasonable amount of affordable housing...when negotiating on individual private residential and mixed-use schemes”, having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability”.
- 8.6.3 The Haringey UDP (2006) sets out the main objectives for the east of the borough including “greater opportunity for large scale redevelopment to address the area's deprivation” and “greater housing choice” (in addition to access to jobs, improved public space, transport and environment). In particular Policy AC3 “Areas of Change – Tottenham High Road Regeneration Corridor” states that housing must become more mixed and balanced, more sustainable and there must be less (opportunity) for transient homes. Furthermore, it states that new schemes should not exceed 50% affordable elements and where affordable housing is proposed, it should focus on “shared ownership, key worker and sub market homes”.
- 8.6.4 UDP Policy HSG4 sets a general affordable housing target of 50% on all residential developments with a capacity for 10 or more homes subject to viability. The Council seeks to achieve a borough wide target that 70% of affordable housing provision should be social rented and 30% intermediate housing (i.e. affordable home ownership and intermediate rent). However, the precise mix on

individual sites will have regard to issues such as the existing proportion of social rented housing in the ward, the suitability of the site for family housing and individual site costs and viability. It should also be noted that London Plan (2011) policy 3.12 has removed the 50% affordable housing target and simply seeks to “maximise” affordable housing provision.

- 8.6.5 The Council also wants to promote a more balanced tenure mix across the borough. Approx. 53% of the housing in Northumberland Park Ward is social housing, compared with 43% in Tottenham as a whole and 30% across Haringey.
- 8.6.6 The Homes and Communities Agency Framework 2011 makes clear that ‘s106 schemes’ cannot assume any public sector grant funding to support the provision of affordable homes in the development. This means that the development itself must be the sole source of financial subsidy to enable the inclusion of affordable homes in the scheme.
- 8.6.7 As the earlier report on the s106 agreement for the whole NDP Scheme makes clear, the Scheme as a whole is not viable on the basis of the existing consent. The inclusion of affordable homes in the Southern Development reduces its value significantly. Given that the value from this development is needed to contribute towards the viability of the new THFC Stadium, maximising that value is an important element in supporting a viable NDP Scheme as a whole.
- 8.6.8 The existing s106 agreement for the NDP Scheme requires 50% of the consented 200 new flats in the Phase 3 Southern Development to be affordable homes. That development generates very limited financial value. The current planning application seeks to improve that value by increasing the number of homes to 285 and to include only open market homes. This maximises the financial value that can then be used to support the Stadium construction. THFC is committing to use land value generated from this phase of the development to support the whole Stadium construction. Maximising that value enables a greater contribution to filling the current funding gap for the NDP Scheme as a whole.
- 8.6.9 The Council has engaged Grant Thornton and BNP Paribas to assess the financial viability of the whole NDP Scheme (BNP Paribas specifically looked at the projected costs and values of this Southern Development application). BNPP conclude that the costs and values are reasonable. The appraisal of this Southern Development application does show a positive land value which, on the face of it, could sustain the provision of some affordable homes. However, land value from this development is needed to support the Stadium construction – if the Stadium is not built then the new homes will not be provided as they occupy part of the site of the current Stadium. Grant Thornton have advised that the overall funding package for the Stadium now appears a viable proposition (though still with key risks).
- 8.6.10 To support NDP Scheme viability and to broaden the tenure mix in Tottenham (consistent with Council policy), it is recommended that no affordable homes be required as part of this development subject to an obligation in the s106 agreement for the whole NDP Scheme that links use of the land value from the ‘enabling’ development of new homes to support the Stadium construction. This is included

in the heads of terms for the s106 agreement.

Dwelling Mix

8.6.11 The application indicates that all of the proposed 285 flats will be 1 or 2 bedroom flats. While Council policy does look for a wider range of dwelling sizes to secure more family accommodation, it is expected that the market will place a greater value on delivering smaller flats in this location. Given that viability and delivering value is crucial to delivering a more viable NDP Scheme as a whole, this should be given significant weight. While there is a need for larger family homes, at this early stage of regeneration in North Tottenham and given the specific circumstances of the whole NDP Scheme, it is considered that 1 & 2 bed flats are acceptable in this development. However, given that this phase of the NDP Scheme will not be delivered for some years (because the new Stadium has to be completed first), a condition is recommended that requires the exact dwelling size mix to be subject to separate approval.

8.7 Conservation

8.7.1 The Tottenham High Road/North Tottenham Conservation Area is to the west of the site. Nearby buildings of note include No. 744 High Road (Warmington House), which is a Grade II listed early C19 three storey building set back from the High Road and the adjoining Nos. 740 & 742 High Road, which are locally listed Victorian buildings. These buildings are identified as making a positive contribution to the Conservation Area.

8.7.2 PPS 5 'Planning for the Historic Environment' 2010 states that, In considering the impact of a proposal on any heritage asset, Local Planning Authorities (LPAs) should take into account the particular nature of the significance of the heritage asset and the value that it holds for this and future generations. PPS5 also states that LPAs should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment.

8.7.3 UDP Policies CSV1 and CSV2 require proposals affecting conservation areas and statutory listed buildings, preserve or enhance their historic qualities, recognise and respect their character and appearance and protect their special interest. Policy CSV3 states that the Council will maintain a local list of buildings of architectural or historical interest including Designated Sites of Industrial Heritage Interest with a view to giving as much attention as possible to buildings and features worthy of preservation.

8.7.4 The conservation area and statutory and listed buildings are outside the boundary of the current application site. However under the wider NDP scheme, the applicants proposed to retain and repair no. 744 High Road Warmington House as well as no. 748 "The Dispensary, No. 750 The Red House and No. 752, which are all further north. These buildings will be adapted to provide new, active uses which will address both the High Road and a new plaza to be created at the rear of the buildings.

- 8.7.5 To create this plaza, two existing infill buildings (No.742 and 744a) will be removed. No. 742 is a locally listed Victorian building that was built along the flank of Warmington House. The building, although it has some merit due to its age being typical of many of the buildings along the High Road, has an unadorned façade and a poorly integrated ground floor, which limits its contribution to the streetscene. It is also considered that removal would improve the setting of the more historically important Grade II listed Warmington House.
- 8.7.6 No. 744a has been identified in the conservation area appraisal as being a detractor to the conservation area and the setting of Warmington House as it is of little architectural merit and obscures views of this adjoining listed building.
- 8.7.7 The above approach was welcomed by Haringey and English Heritage and no change is proposed under the current application.

Effect of new design

- 8.7.8 The revisions to the building's massing are considered to have no greater impact on the nearby historic buildings. The principle of these buildings being surrounded by a large plaza with large contemporary development as a backdrop has been accepted under the previous application. Under the current proposal, the residential element is taller and provides a more linear interface with the plaza. The amended layout results in a large plaza and an increase in the distance between the retained historic buildings and the nearest residential block. This would balance the impact of the proposal's greater massing. It is subsequently considered that relative to the approved scheme there would be no greater impact on heritage assets.

8.8 Transport, Access, Parking and Highways

- 8.8.1 National Planning Policy seeks to reduce the dependence on the private car in urban areas such as Haringey. The advice in both PPS3 Housing and PPG13 Transport made clear recommendations to this effect. This advice is also reflected in the London Plan. The transport impact of the proposed development has been assessed by the Council's Transport and Highways Group. Policies M2 Public Transport and M3 locating New Development and accessibility of the Unitary Development Plan require that the proposals put forward take into account the needs of public transport users. Policy M5 seeks to protect and improve pedestrian and cycle routes.

Parking and Trip Generation

- 8.8.2 The applicant has proposed providing 200 car parking spaces as part of the Phase 3 southern development, 150 parking spaces will be used for the residential development and 50 spaces to support the day to day activities of the college and/or health centre and/or and health club. The proposed parking will also be supported by car club bays which will be secured as part of the Travel Plan in the S.106 agreement. It is considered that provided the applicant prepares a framework travel plan with each element of the development proposal requiring the preparation of its own travel plan, with targets to promote travel by sustainable

modes of transport, that the proposed car parking provision is acceptable.

- 8.8.3 The residential element will be designated as 'Car Free' in that residents will not be eligible to apply for resident parking permits although visitor permits can be purchased for the proposed all week controlled parking zone, subject to consultation.

Impact on Public Transport

- 8.8.4 The Council has reviewed the information submitted by the applicant's consultant in the transport assessment and concur that the majority of the additional trips generated will be by public transport in particular by buses. The resultant net increase in the trips by public transport in particular buses can be adequately accommodated by existing bus and rail infrastructure.

Cyclists and Pedestrians

- 8.8.5 As with the consented scheme, the pedestrian and cycle environment on the High Road will remain largely unchanged. However on Park Lane, the current scheme has a much greater set back from the street thus affording more space for tree planting and safer pedestrian and cycle routes. Exact details are reserved by the applicant for future approval.

Transport for London

- 8.8.6 TfL have reviewed the applicant's transport assessment and consider that, compared with that of the consented scheme, the increase in foot, public transport and vehicular traffic is negligible. The assessment concludes that, taken in isolation or cumulatively with the entire NDP scheme, the increase in vehicle trip generation would have an insignificant impact on the road network, including the TfL Road Network (TLRN) and Strategic Road Network (SRN). This is based on the assumption that car use will be constrained by the introduction of weekday controlled parking zones (CPZs).

Conclusion

- 8.8.7 It is therefore considered that subject to appropriate conditions, the amended development will cause no significant harm to public and private transport networks. Conditions will be applied securing, among others, restriction on residents' parking permits, car-club, cycle parking, submission of construction logistics plans (CLP), service and delivery plans (DSP), and travel plans for the proposed uses.

8.9 Inclusive Design and Access

- 8.9.1 UDP Policy UD3 "General Principles" and SPG 4 "Access for All – Mobility Standards" seek to ensure that there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties. In addition, the London Plan requires all new development to meet the highest standards of accessibility and inclusion; to exceed the minimum requirements of the Building

Regulations and to ensure from the outset that the design process takes all potential users of the proposed places and spaces into consideration, including disabled and deaf people, older people, children and young people.

- 8.9.2 The residential units would be designed to Lifetime Homes standards and 10% would be wheelchair accessible. Exact details of these would be submitted at the Reserved Matters stage. 'Blue Badge' spaces will be provided in the parking area.
- 8.9.3 The submitted outline drawings show four lifts which will enable disabled access to the podium. Beneath the eastern block, there is a ramp providing vehicle access to the podium. In order to improve disabled access, a condition will be applied requiring a design solution allowing for disabled ramp access to the podium.

8.10 Environmental Impact Assessment

- 8.10.1 The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 require (in accordance with EU Directives) that certain development be assessed by the local authority as to whether it is likely to have significant environmental effects. If it is determined that there are likely to be significant environmental effects, the development must undertake an environmental impact assessment ("EIA").
- 8.10.2 The proposed development, by reason of its size, means that it is above the statutory threshold of 0.5 hectares for "urban development" as set out in Schedule 2, Category 10 (b) of the Environmental Impact Assessment (EIA) Regulations and is therefore, likely to have significant environmental effects due to its scale, nature and location. The EIA procedure requires that the applicant submit a detailed Environmental Statement (ES) with its planning application which describes all likely significant effects and sets out proposed mitigation measures.
- 8.10.3 The Environmental Statement covers the following issues:
- Air Quality
 - Archaeology
 - Cultural Heritage
 - Ecology
 - Surface Water Drainage and Flood Risk
 - Ground Conditions and Hydrogeology
 - Landscape and visual amenity
 - Noise and Vibration
 - Society and Economics
 - Transportation
 - Microclimate
 - Daylight, sunlight and overshadowing
 - Electronic Interference
 - Cumulative Effects
- 8.10.4 These issues are dealt with in separate sections of this report.

8.11 Air Quality

- 8.11.1 Planning Policy Statement 23 “Planning and Pollution Control” along with The London Plan (2011), The Mayor’s Air Quality Strategy: Cleaning London’s Air (2002) and Local Unitary Development Plan (2006) policy ENV 7 “Air Water and Light Pollution”, set the planning policy context for air quality.
- 8.11.2 The Environmental Statement (ES) assesses the construction and operational impacts of the proposed development on local air quality through the identification of direct and indirect emission sources. The impact on air quality is not considered to be significantly different to that of the previously consented scheme.

Operational

- 8.11.3 Air quality impacts arising from the completed development arise from vehicle emissions, operational plant and ventilation systems. The applicant has submitted an Environmental Statement dated May 2010 in support of the previously consented scheme. An addendum has been submitted to reflect the amendments under this current application.
- 8.11.4 The potential effects of vehicular traffic on air quality generated as a result of the development have been minimised by limiting vehicle movement through limited car parking. In addition, a site-wide Travel Plan would be required by condition and implemented in order to promote all non-car modes of travel.
- 8.11.5 For those cars that do park at the development, vehicle fumes from the car park will disperse through ventilation. No other mitigation measures were considered necessary.
- 8.11.6 With respect to atmospheric emissions from heating plant, the wider NDP scheme included an energy centre with biomass boiler within the stadium. This is outside the current application site however the impacts on air quality were considered acceptable under the consented scheme.

Construction

- 8.11.7 Demolition and construction activities have the potential to affect local air quality by the generation of dust, emissions from construction plant and emissions from vehicles.
- 8.11.8 The GLA Best Practice Guidance recommendations include such measures as the use of site hoardings, construction vehicle wheel washing, dust suppressions measures, and covering of stockpiles to avoid dust blow.
- 8.11.9 A range of construction mitigation measures would be set out in a comprehensive Construction Environmental Management Plan (CEMP) (including appropriate mitigation measures to minimise dust and emissions based on the Mayor’s Best Practice Guidance and the those measures listed in para.’s 4.6.4 to 4.6.7 of the Environmental Statement May 2010. The CEMP will be secured via a condition of

consent and the development implemented in accordance with the approved details. Additionally the site contractors will be required to be registered with the Considerate Constructors Scheme.

8.12 Archaeology

- 8.12.1 PPS5 “Planning for the Historic Environment” (2010), London Plan (2011) Policy 7.8 Heritage Assets and Archaeology and Unitary Development Plan policy CSV1 and CSV8, set the policy context for archaeology and build heritage.
- 8.12.2 The impact on archaeology is not considered to be different to that of the previously consented scheme.
- 8.12.3 According to the Environmental Statement May 2010, there are possible surviving Medieval plough soils. It also seems likely that Tottenham Nurseries expanded across into this area with what appear to be ornamental gardens in the 1864 Ordnance Survey. Post Medieval building foundations may border this area to the west.
- 8.12.4 Piles and ground works associated with the construction are likely to have a moderate adverse effect on any archaeological deposits in the buildings footprint. It should be noted however that the preservation of archaeology is presently assumed to be low due to the destruction caused by the present stadium.
- 8.12.5 An archaeological evaluation will be required to confirm the presence/absence and nature of archaeological deposits underlying the project site. This is likely to take the form of trial trenches investigating a sample of the whole site. The phasing of this can be organised by demolition of areas in accordance with the construction plans. A full methodology for undertaking these works will need to be agreed with the English Heritage Advisor prior to the commencement of any works. Results from the evaluation may then provide baseline data for the creation of a full mitigation strategy, which can then agreed with the English Heritage Advisor prior to commencement of works. It is not possible to reach a full mitigation strategy at this stage and research and assessments of potential risks to the archaeology remain informed estimates until such a time that fieldwork is carried out.
- 8.12.6 A condition will be imposed requiring the undertaking of these archaeological investigations.

8.13 Ground Conditions and Contamination

- 8.13.1 PPS 23 “Planning and Pollution Control” advises that the planning system plays a key role in determining the location of development which may give rise to pollution either directly or indirectly and in ensuring that other uses are not, as far as possible, affected by existing potential sources of pollution. Any consideration of the quality of land, air or water and potential impacts on health is capable of being a material planning consideration in so far as it arises or may arise from or may affect any land use. The Environmental Statement assesses the likely

environmental impacts of the development on ground conditions. The impact ground conditions and contamination is not considered to be different to that of the previously consented scheme.

- 8.13.2 The application site been subject to a desktop and ground investigation and occasional concentrations of heavy metals (copper and lead) and benzo(a)pyrene were recorded. Ground water had traces of hydrocarbons at one location and ground gas showed elevated levels of carbon dioxide and methane.
- 8.13.3 Demolition and construction works would be subject to a range of mandatory legislative health and safety controls. Such controls would form part of the Construction Environmental Management Plan (CEMP) for the site, and would also include measures to ensure that contamination risks to underlying soils, groundwater and nearby rivers would be kept to an acceptable level.
- 8.13.4 Haringey Environmental Health Officers have undertaken an assessment of the ES information relating to contaminated land and propose a number of conditions of consent to ensure the development can be implemented and occupied with adequate regard for the environmental and public safety.

8.14 Ecology

- 8.14.1 Planning Policy Statement 9 “Biodiversity and Geological Conservation” along with the London Plan (2011) and Haringey Unitary Development Plan (2006) policy OS 11 “Biodiversity” set the policy context for the assessment of the development upon ecological and nature conservation resources on, and in proximity to the site.
- 8.14.2 Impact on ecology is not considered to be significantly different to that of the previously consented scheme.
- 8.14.3 There are no statutory or non-statutory designations for nature conservation interest located within the site. The application site is located adjacent to a designated Green Corridor (as identified on the Haringey Unitary Development Plan (2006) – Proposals Map). The site is highly urbanised with no semi-natural habitat, green space, watercourses or waterbodies. There is little vegetation on site.
- 8.14.4 The biological records search and surveys at the site do not suggest that any animal populations or species of significant ecological value occur at the development site or on adjacent land.
- 8.14.5 Under the consented scheme, the environmental statement makes reference to extensive brown/green roofs. No details have been put forward at this stage however such details will be submitted for Council’s approval at the Reserved Matters stage.

8.15 Daylight, Sunlight and Overshadowing

- 8.15.1 Planning Policy Statement 1 “Delivering Sustainable Development”, The London Plan (2011) and Haringey Unitary Development Plan policy UD3 “General Principles” set the policy context for the assessment of daylight, sunlight and overshadowing. In addition, supplementary planning guidance 1a “Design Guidance” and SPD Housing also provide relevant advice.
- 8.15.2 The updated shadow assessment has been undertaken to assess the impact of the revised design.
- 8.15.3 Compared to the consented scheme, the revised design will increase light received by residential properties on Park Lane (no.’s 28-50 and Concord House) due to additional sky visibility created by the spaces between the proposed blocks. This will also bring more light to the podium.
- 8.15.4 Kathleen Ferrier Court is to the west on the opposite side of the High Road. Compared to the consented scheme, the number of windows achieving full Vertical Sky Component (VSC) compliance is reduced by 2 windows. However, the change in absolute VSC levels do not exceed 0.99%, which is negligible relative to the consented scheme.
- 8.15.5 The Francis de Sales Schoolyard to the southwest of the site does receive some shadowing from the block of proposed residential accommodation early in the morning, in March and June. However, this has passed by 8:00am and is unlikely to affect the use of the space. The schoolyard receives no permanent shadow on 21st March (the standard assessment date) and remains entirely in accordance with the BRE guidance. The impact to overshadowing is therefore considered negligible.
- 8.15.6 The transient overshadowing study, attached within Appendix 6.4, shows that the schoolyard of The St Paul's and Hallows School to the east of the development receives some overshadowing from the proposal in December but remains unaffected in March and June. In December the schoolyard receives shadows from the Stadium and the proposed residential blocks in the afternoon until the sun sets in the early evening. Due to the low angle of the sun in the winter months all obstructions cast long shadows and the overshadowing caused by the proposal is no worse than in the existing situation.
- 8.15.7 The height and geometry of the proposed residential massing has been designed to eliminate overshadowing of the schoolyard through the majority of the year. This is reflected in the results for March and June which show that the shadows cast do not extend to the schoolyard area.
- 8.15.8 The results of the permanent overshadowing assessment, attached within Appendix 6.3, show that the schoolyard receives no permanent shadow on 21st March. The impact to permanent overshadowing is therefore entirely compliant with the BRE guidance criteria and the impact is considered negligible.

8.16 Noise and Vibration

- 8.16.1 PPG24 “Planning and Noise” sets out the considerations to be taken into account in determining planning applications for activities which generate noise and recommends appropriate noise exposure levels. Haringey Unitary Development Plan policy ENV6 “Noise Pollution” states that “potentially noisy developments should only be located in areas where ambient noise levels are already high and where measures are proposed to mitigate its impact”.
- 8.16.2 The environmental assessment included an assessment of noise impact. The assessment included the suitability of the site for residential development and impacts from both its construction and operation. These are largely the same as the consented scheme.

Suitability for Residential development

- 8.16.3 The environmental assessment described the site’s suitability for housing by using the PPG24 guidance on Noise Exposure Categories (NEC). It concluded that the road traffic noise levels at the southeast corner of the site place it within the lower half of the NEC C (i.e. undesirable) range. However, in this particular situation the proposed development on the Park Lane site is immediately opposite existing terraced housing and Concord House, a four storey block of flats. The latter in particular is as close to the traffic in both Park Lane and High Road as will be the closest of the proposed residential units. The majority of the residential element of the development will be exposed to noise levels that are within the range of NEC B (i.e. acceptable with consideration) because of increased distance from Park Lane and High Road and due to the restricted line of sight to the most significant traffic noise source on High Road.
- 8.16.4 Discussions with the Environmental Health Officer for Haringey Council prior to finalising arrangements for the baseline noise survey confirmed that it would be appropriate to ensure that the proposed residential development could achieve satisfactory internal noise levels, subject to the incorporation of mitigating design and construction features.

Construction

- 8.16.5 The assessment has found that the noise and vibration impacts during the construction works may be significant when taking place in close proximity to existing noise sensitive properties (nearby residents and business). Consequently, a range of mitigation measures will be incorporated in the Construction Environmental Management Plan (CEMP). These measures include, but are not limited to:
- Procedures for ensuring compliance with statutory or other identified noise control limits;
 - Establishment of noise Action Levels (to be agreed with Haringey Council) above which consideration will be given to the use of alternative techniques and/or other means of reducing noise to ensure that the Action Level (or below) is achieved. All practicable measures would be considered and implemented where appropriate together with additional consultation with the

occupiers of potentially affected receptors;

- Establishment of vibration Action Levels on the basis of guidance contained in BS 5228-2: 2009;
- Procedures for ensuring that all works are carried out according to the principle of "Best Practicable Means" as defined in the Control of Pollution Act 1974;
- A noise and vibration monitoring / auditing programme; and

8.16.6 "Best Practicable Means" as defined in the Control of Pollution Act 1974 sets out measures to reduce noise including, but not limited to, local hoarding, screens or barriers to shield particularly noisy activities, items of plant operating intermittently to be shut down in the periods between use, pneumatic tools to be fitted with silencers or mufflers, and hydraulic breakers/crushers to be used instead of pneumatic tools where possible.

8.16.7 The mitigation measures set out under Best Practicable Means are relevant to construction vibration. Due to the lack of a detailed construction programme at this stage of the development process, it is not possible to determine the most suitable mitigation measures for vibration. However, where vibration will be experienced by sensitive properties other measures will need to be in place, such as leaflet drops informing occupiers of the duration of the works and explaining that building damage is highly unlikely to occur. Vibration control measures will be incorporated within the CEMP for the project.

Operational Noise

8.16.8 Operational noise would be generated by vehicle parking and building plant and machinery.

8.16.9 The car parking for the proposed development is to be at ground and basement levels. There will be no residential accommodation directly above any parking area. Given adequate airborne sound insulation between noise sensitive areas and the car park it is anticipated that noise from within the car park will not present a significant impact. Existing properties on the south side of Park Lane will be entirely screened from the car park by residential servicing and the health centre development on Park Lane. Entry to the car park is from Worcester Avenue, away from sensitive residential properties.

8.16.10 Details of mechanical plant have not been submitted but without mitigation, potentially, plant noise could represent a direct, permanent, continuous, negligible to major impact. Full plant details would be subject to a further application and the Local Authority will exercise its control over noise at that stage.

8.16.11 A necessary condition for the development to occur is the relocation of the stadium further north. This will have a positive impact on noise levels for properties on Park

Lane.

8.16.12 For the future residents of the development, the assessment concludes that stadium noise would not be an issue provided that appropriate noise insulation is installed. There is the potential for concert event noise to be higher than the recommended limits at the top floors of the proposed residential development although this is based on modelling assuming that the stage is at the north end of the stadium with loud speakers pointing directly towards the south. Design of the building envelope for these flats could incorporate measures to minimise internal noise levels during such events and there may be further scope for sensitive design of the concert sound systems. A condition will be imposed requiring details of suitable soundproofing scheme for the development.

8.16.13 As with the previously consented scheme, the impact of noise and vibration is considered acceptable subject to appropriate mitigation measures being implemented.

8.17 Cumulative Effects

8.17.1 The Environmental Statement assesses the cumulative effects of the proposed development in terms of the combined effect with other consented or reasonably foreseeable schemes. Cumulative effects are not considered to be significantly different to those of the previously consented scheme.

8.17.2 The following schemes are identified for the cumulative assessment:

- Tottenham Town Hall (Application Ref HGY/2008/2033
Hale Village (Application Ref HGY/2006/1177);
- New ASDA development on Edmonton Green;
- Hale Wharf;
- Central Leaside;
- Park Lane Tavern (Application Ref HGY/2008/2220); and
- Lawrence Road.
- Key sites on Tottenham High Road

8.17.3 The assessment was based on the wider NDP scheme inclusive of the stadium and southern residential development. The assessment concluded that there would be no or only a minor cumulative impact on air quality, archaeology, cultural heritage, ecology, flood risk, ground conditions, landscape amenity, noise, microclimate, daylight/sunlight and electronic interference. This is mainly due to the spatial separation of these other developments or the implementation of local mitigation measures.

8.17.4 Exceptions included a beneficial impact on society and economics, and impact on transport. A suite of mitigation measures are proposed for the NDP scheme in order to accommodate this impact. These were considered acceptable under that consent.

8.17.5 As the current application was only a part of the larger NDP scheme the current proposal is also considered to have no harmful cumulative impact.

8.18 Waste and Recycling

8.18.1 National Planning Policy Statement 10 “Sustainable Waste Management”, The London Plan (2011) and Haringey Unitary Development Plan policy UD7 “Waste Storage” and ENV13 “Sustainable Waste Management” set the policy context for the assessment of waste management.

8.18.2 Waste and recycling impacts are not considered to be significantly different to those of the previously consented scheme.

Demolition and Construction Waste

8.18.3 Demolition and construction will follow a Code of Construction Practice, implement Site Waste Management Plans and be registered under the considerate Constructors Scheme. These requirements will be imposed by condition.

Operational Waste

8.18.4 The applicant’s have submitted a waste strategy. For the residential element, the management and layout of waste storage rooms will follow current building regulations 2000 section H6 guidance and Haringey Council SPG note “Waste and recycling”. Space is to be provided in kitchen areas of homes to facilitate the segregation of waste. Typically this will involve the installation of multi compartment bins allowing residents to recover waste at the primary points of production. Waste will be delivered to bulk waste storage areas by residents.

8.18.5 A ground floor bulk waste storage area will be designed into the residential development which is capable of providing ample recycling storage for all residents in addition to providing space for residual waste storage. Space will also be provided for the storage of organic waste, which in time will be collected by the Council. Some space has also been provided for the temporary storage of bulky waste (e.g. disused furniture).

8.18.6 Exact details of the waste storage rooms will be submitted at a later stage however the strategy recommends that these rooms should have the following features:

- Double door access to park lane;
- Bright and well lit;
- Facilities and outlets for washing room down (e.g. tap and foul water drain);
- Well labelled disposal points and information board; and
- No kerb adjacent to collection points to allow for easy collection vehicle access.

- 8.18.7 A planning condition requiring full details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials will be imposed.

8.19 Socio-economic

- 8.19.1 The socio-economic impacts of the proposed development, both in terms of the construction and operation have been assessed in the environmental statement. The assessment concludes that development will have an overall positive impact on economics, employment and incomes.
- 8.19.2 Although the scheme no longer includes the provision of a hotel, the increase in the number of residential units from 200 to 285, provision of approximately 2,400m² of health club (use class D2) and 12,600m² of space for educational or health centre use (D1) will partly compensate for this loss. It has not been possible to identify a future occupier or operator for these speculative developments at this stage of an outline application. The applicant has stated that it may be a public sector or quasi-public sector user, or commercial user or the Club's own Foundation. The latter is a registered charity that uses sports and football in particular to improve the quality of life of young, disadvantaged people in the local community.
- 8.19.3 Despite the omission of a hotel, the benefits of accommodating the activities of the Tottenham Hotspur Foundation, an educational college or a health centre, creates the potential to have a positive impact on the socio-economic conditions for the area.

8.20 Townscape and Visual Effects

- 8.20.1 Planning Policy Statement 1 "Delivering Sustainable Development", PPS5 "Planning and the Historic Environment" along with The London Plan (2011) and Haringey Local Development Plan (2006) policies on conservation areas and urban design, set the policy context for townscape and visual effects. In addition, supplementary planning guidance 1a "Design Guidance" and 2, "Conservation and Archaeology" also provide relevant advice.
- 8.20.2 Although exact details of design are not confirmed at this stage, it is assumed that the development would appear similar to that shown in the illustrative drawings. Relative to the consented scheme there is little change at the first three floors. The main change occurs at the residential levels due to the change from one long block to four rectangular blocks.
- 8.20.3 The revised design would help create an interaction of built forms that would provide greater continuity between the developments. The stepping of the heights of each tower, increasing in height from south to north, and from east to west with the two outer blocks strengthen the visual relationship of built form between the taller and larger mass of the stadium and lower heights and masses of the existing buildings along Park Lane and High Road. Compared to the consented scheme. The stepping of the height of the roofline reduces the perception of an increase in height of the blocks, whilst breaking up the mass when viewed to the

south of the proposed development.

- 8.20.4 Views from the north-west, north and north-east would be largely unaffected from the revised design due to the presence of the stadium in between.
- 8.20.5 From the west, the building's mass would not be perceived as significantly greater than that of the consented scheme except when immediately adjacent to the development. The residential blocks would still be perceived as a single mass due to the uniform style and rhythm of the façades (as presented on the illustrative drawings). The pattern of balconies will coalesce with those of the adjacent blocks to create a strong unified architectural presence similar to that of the consented scheme. From points further away from the site, the effect of the changes of the design would diminish with distance.
- 8.20.6 From the High Road, the revised design would create more of a backdrop for the retained High Road buildings and public space to the south-west of the stadium. Due to the increase in height of the stepped residential blocks along the south-north axes and from the outer blocks to the inner blocks, the overall impression of the change in height and mass, whilst being clearly evident, is not dominant. The layout, scale and form still very much relates to the location, form and height of the stadium. The balconies on the western elevation would animate the façade and engage with the adjacent plaza.
- 8.20.7 From the south-west, the view of the development along the High Road would now be a series of blocks rather than a single mass. Of these, the two western blocks would be most visible. The impact on the townscape is considered to be qualitatively different to the consented scheme but no harmful as the development would still be proportionate to the larger scale of the consented stadium.
- 8.20.8 From the south, the change to the design would be most apparent. Where the consented scheme had a continuous and curving form, the new proposal has a subdivided form with a series of four radiating blocks with intervening areas of open space. The splayed layout radiating from the stadium and stepping of heights would more clearly relate to the stadium and incorporate framed views of the stadium into the backdrop of the townscape. The detailing and appearance of the residential blocks is expected to be similar to the consented scheme and thus would retain the same visual interest, providing a different but positive new built character.
- 8.20.9 As the hotel is now omitted from the scheme, the appearance of the development from the south-east and east would broadly be a mirror image of those from the south-west and west. This results in an extended eastern elevation relative to the narrower curved form of the previous design but there would be limited awareness of an increase in height. A varied form, comprising splayed residential blocks with stepped rooflines, would replace the continuous curving mass of the consented scheme. This would relate more effectively to the linear perspective of the terraced houses' roofline and chimneys and thus sit more comfortably within the street scene. The proposals would remain clearly different in character and appearance to the terraced houses that form the immediate street view, but would be seen as relating to a setting defined by the stadium lying

beyond the street scene.

- 8.20.10 At a greater distance, the awareness of the change to the design diminishes. The development would remain a prominent feature within the view, but with only limited awareness of the new form apart from an increase in mass and greater occupation of the skyline.
- 8.20.11 Within the Lee Valley Regional Park there would be little or no change, due to the containment by landform, vegetation and built form. Whilst contrasting with the curving roofline of the consented stadium, the revised scheme would be in keeping with other residential blocks visible on the horizon. There would be little discernable effect on the quality of the view.

8.21 Lighting

- 8.21.1 PPS23 "Planning and Pollution Control recognises the need to limit and, where possible, reduce the adverse impact of light pollution. This is applied locally through UDP Policy ENV7 "Air, Water and Light Pollution".
- 8.21.2 The impact on local lighting conditions is not considered to be significantly different to that of the previously consented scheme.
- 8.21.3 Within residential developments, artificial lighting is mitigated by the use of curtains and blinds thereby mitigating any unwanted light spill.
- 8.21.4 For properties on Park Lane, there would be a reduction in light pollution as the stadium will be moved further north. For the homes within the proposed development, some windows on the north elevation will receive some light spill however this is limited to less than 5 lux, which is within ILE (Institute of Lighting Engineers) guidance.
- 8.21.5 Although no details are submitted at this stage, exterior lighting will follow ILE guidance to minimise upward light spill.

8.22 Microclimate

- 8.22.1 The applicant's environmental statement of May 2010 addresses the potential effects the project may have on the microclimate in the area surrounding the site. The previously consented scheme was subject to extensive testing, including wind tunnel tests, and it was found that the pedestrian level wind microclimate is suitable for any pedestrian activity.
- 8.22.2 The base of the proposed development is similar to that of the consented scheme and wind conditions would therefore be expected to be similar to the conditions shown in the May 2010 environmental statement. The wind tunnel test results demonstrated that the wind conditions at the entrances along the south façade are likely to be acceptable.
- 8.22.3 Without mitigation, the wind conditions at the entrances along the north façade of the southern development are likely to be unsuitable. However it should be noted

that the wind conditions at these entrances are not especially severe and in many cases only fail the entrance door criteria during the winter period.

- 8.22.4 Using small solid or porous barriers to provide regions of local shelter can ameliorate high localised wind speeds. Such measures should be incorporated into the detailed design proposals at the reserved matters stage.

8.23 Water Resources and Flood Risk

- 8.23.1 PPS25 "Development and Flood Risk" seeks to ensure that flood risk is taken into account at all stages of the planning process to avoid inappropriate development in areas at risk of flooding. Where new development is necessary in such areas the policy aims to make it safe without increasing flood risk elsewhere and where possible reducing flood risk overall.

- 8.23.2 The impact on water resources and flood risk is not considered to be significantly different to that of the previously consented scheme.

- 8.23.3 The Environmental Statement makes an assessment of the proposed scheme on the water environment during both construction and operation, including water quality, water usage and flooding.

- 8.23.4 Environment Agency flood maps indicate that the majority of the site is located in Flood Zone 1 having a low probability or less than 1 in 1000 annual probability of river flooding in any year (<0.1%). The western edge of the scheme that abuts High Road is located in Flood Zone 2 having a medium probability or between a 1 in 100 and 1 in 1000 annual probability of river flooding in any year (1% - 0.1%).

- 8.23.5 A Flood Risk Assessment (FRA) was undertaken to determine the potential risk posed by the development in terms of surface water flooding, ground water flooding and drainage flooding. The FRA also determines an appropriate surface water drainage strategy for the development.

Operational impact

- 8.23.6 The proposed development's surface water discharge rates relative to the worst case storm of 15 minute duration shall be restricted to exceed the requirements of PPS25 to mimic existing conditions. This will be achieved with a Sustainable Urban Drainage System (SUDS). Based on the study, the most appropriate SUDS option would be on-site, below ground storage in geo-cellular storage tanks and/or oversized pipes. Green/brown roofs will also attenuate Rainwater flows. This system will reduce and control surface water runoff.

Construction impact

- 8.23.7 The environment statement recommends numerous measures to mitigate flood risk and contamination to surface and ground water during construction. These measures will be incorporated into the Construction Environmental Management Plan (CEMP) and will minimise the risk of harm from suspended sediments, oils and hydrocarbons, concrete and cement, contaminated land and the risk from

undertaking work near existing drainage systems.

- 8.23.8 With the above measures the site is at negligible risk of fluvial flooding from the culverted Moselle Brook and at negligible risk of flooding from sewer flooding from the Thames Water sewerage network, groundwater and overland flow both now and after construction of the project.

8.24 **Energy, Sustainability and Climate Change**

- 8.24.1 PPS1 Delivering Sustainable Development confirms sustainable development as the core principle underpinning planning and sets out the Government's principles for delivering sustainable development by way of the planning system. PPS1 advises that planning should promote sustainable development and inclusive patterns of development. A 2007 addendum to PPS1 "Planning and Climate Change" sets out how planning should help shape places with lower carbon emissions and resilient to the climate change. Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy.

'Be Lean'

- 8.24.2 A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include energy efficient lamps, lighting control, heat recovery and use of variable speed drives on fan and pump motors. The demand for cooling will be minimised through shading and solar control glazing.

'Be Clean'

- 8.24.3 The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. The applicant has, however, provided a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available. The applicant seeks to fulfil the element of the energy hierarchy by connecting the development to the site heat network approved as part of the wider NDP scheme. The network will be supplied from a single energy centre located in the north stand of the stadium and a 1.1MW gas-fired CHP unit in the energy centre will be the lead heat source for the site heat network. A reduction in CO₂ emissions of 765 tonnes per annum will be achieved through this system.

Carbon Saving

- 8.24.4 By implementing the energy strategy for the wider NDP scheme, energy strategy indicates that, through a combination of implementation of best practice energy saving measures and a CCHP and biomass boiler district energy system, a site wide reduction of approximately 41% in CO₂ emissions compared with baseline

estimates will be achieved. Of this the biomass boiler provides 13% CO2 savings from on-site renewable energy. A condition will be applied requiring the submission of additional details to demonstrate the extent of carbon saving beyond 2010 Building Regulations, as required by the GLA.

- 8.24.5 A number of conditions of consent will ensure compliance with sustainability criteria, including submission of additional details to demonstrate the extent of carbon saving beyond 2010 Building Regulations, as required by the GLA , a detailed energy strategy for site, demonstration that the residential properties meet Code for Sustainable Homes Code Level 4 and that a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM) is achieved.

8.25 Greater London Authority (GLA)

- 8.25.1 The GLA has submitted a Stage 1 report providing their views on the proposal (see Appendix 7). Their concerns are summarised and responded to below.

Housing Mix and Affordable Housing

- 8.25.2 The GLA have concerns about lack of affordable housing and lack of size mix of proposed units. Haringey does not support this concern. The assessment shows the over concentration of social homes in Tottenham and Northumberland Park Area in particular and Council policy to create mixed communities and better balanced tenure areas. The assessment also shows that the viability of the scheme will not work with affordable homes. Across the Borough the need for large accommodation is in the affordable category – whilst there is a constant need for more homes in general and in the private category – for small homes. These are particularly needed in Tottenham.

Design

- 8.25.3 There is a concern about proximity of the residential and context views of the Listed buildings. Haringey does not support this concern. Residential will be a minimum of 30mts from the Stadium and this will be a significant improvement on existing distances. Noise attenuation conditions will in any case be imposed. The close setting of the listed buildings is being preserved and the concept using the buildings to “hold the High Street” is being preserved. All homes will be built to London Mayor space standards.

Transport

- 8.25.4 TfL feel inadequate information has been submitted, trip rates may be underestimated and lack of travel plans. Haringey notes concerns. Further information has been submitted to TfL however, TfL have also agreed that extra trip rates generated from the proposed increase of floorspace and type of land use will not be significant. Haringey Transport Service have considered the submitted assessments and are supportive of the scheme. Travel Plan conditions will apply to all uses of all phases of the scheme.

Energy and Air Quality

- 8.25.5 There will be a condition that seeks to agree appropriate energy efficiency target through 2010 Building regulations based on an agreed baseline. There will also be conditions requiring details of the proposed Heat Network and floor area of the energy centre. In respect of the biomass boiler, there will be a condition that requires details to be agreed and appropriate air quality abatement measures to be imposed. This will include discussion about possible alternative energy technologies.
- 8.25.6 The above would mean the GLA concerns in this area would be mitigated.

8.26 Development Management Forum 18 Jan 2012

- 8.26.1 No comments were made in the Development Management Forum that are not dealt with in the assessment of the application.

8.27 Planning Obligations – Section 106 Legal Agreement and Heads of Terms

- 8.27.1 Section 106 agreements, or planning obligations, are legally binding commitments by the applicant/developer and any others that may have an interest in the land to mitigate the impacts of new development upon existing communities and/or to provide new infrastructure for residents in new developments. Guidance is set out in Circular 05/2005 “Planning Obligations” and the Council’s Development Plan policies and supplementary planning guidance, specifically SPG10a “Negotiation, Management and Monitoring of Planning Obligations” (Adopted 2006).
- 8.27.2 The policy tests which planning obligations must meet in order to be lawful were recently enshrined in statute by the Community Infrastructure Levy Regulations 2010. Planning obligations must be: 1) necessary to make the development acceptable in planning terms, 2) directly related to the development, and 3) fairly and reasonably related in scale and kind to the development.
- 8.27.3 There is a separate report on the Sub-Committee’s Agenda dealing with the existing s106 agreement (dated 20 Sept. 2011) relating to the whole ‘Northumberland Development Project by Tottenham Hotspur. The Sub-Committee is requested to take that report into account when considering this report. That separate s106 report recommends that, because the existing consented NDP development is not financially viable, changes be made to that agreement. Obligations relating to this application for the Northern Development should be part of the revised agreement for the whole NDP Scheme so there is just one agreement relating to the whole NDP Development

- 8.27.4 The full Heads of Terms can be found in Appendix 1 of the report *Tottenham Hotspur FC Stadium Redevelopment) – Revising the s106 Agreement to support a viable development scheme*, which is an item on the agenda of this committee.

9.0 HUMAN RIGHTS

- 9.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decision of this Committee will accord with the requirements of the above Act and Order.

10.0 EQUALITIES

- 10.1 In determining this application the Committee is required to have regard to its obligations under the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:-
- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it
- 10.2 The new duty covers the following eight protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.
- 10.3 During the assessment of the consented NDP scheme, the Council undertook a screening assessment to determine whether a full Equalities Impact Assessment (EqIA) is required. It was found that there would be no adverse or unequal impacts identified across each strand, now known as “protected characteristic” and that a full EqIA was not considered necessary for this particular application.
- 10.4 An updated EqIA assessing the changes in the scheme is attached at Appendix 6. It is considered that the proposal would cause no adverse or unequal impacts on groups sharing the “protected characteristics” as defined under the Act.

11.0 SUMMARY AND CONCLUSION

- 11.1 The proposal will provide a residential led mixed-use development with education, health centre and health club uses. The development forms part of the wider NDP scheme for the redevelopment of the Tottenham Hotspur FC and is integral in

making the scheme financially viable.

- 11.2 Local planning policy clearly requires priority be given to the inward investment of the THFC scheme, the transformation of Northumberland Park triggered by the stadium redevelopment and to the re balancing of housing tenure in Tottenham and Northumberland Park in particular. Notwithstanding the Council's overall 50% affordable target for new developments over the agreed plan periods (2017 and 2026), and across the Borough - this aim must be balanced with a priority to rebalance tenures and ensure a more mixed and sustainable community and residential mix. It should be noted that "Viability Assessments" have been submitted and agreed showing that the original and proposed THFC schemes are not viable if the original S106 costs (£16.5m approx) and an affordable housing element are imposed on the scheme. The Council has assessed all the Council and London Plan planning policies in this regard and overall supports the design, proposed land uses and, in particular, the regeneration benefits of the currently proposed scheme – without an affordable housing element and with a reduced S106 obligation.
- 11.3 In design terms, the new scheme improves upon the consented scheme by providing more light to the podium and private amenity areas and provides a better standard of residential accommodation. The design is imaginative and provides a strong frontage to Park Lane and is overall less dominating structure than that previously consented.
- 11.4 The scheme is the product of careful consideration of the local urban context, adjacent stadium, environmental impacts and local transport networks and it is considered that the development will contribute to the regeneration of the Northumberland Park area, provide housing, support economic growth and cause no harmful impact on amenity.
- 11.5 The detailed assessments outlined in this report demonstrate that there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance.
- 11.6 The applicant has engaged with local stakeholders and grant of permission is subject to signing a s106 agreement to mitigate key impacts.
- 11.7 On balance it is considered that the scheme is consistent with planning policy and that subject to appropriate conditions and s106 contributions it is recommended that the application be granted planning permission.

12.0 RECOMMENDATION

GRANT OUTLINE PERMISSION subject to:

- conditions as below
- a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended) (the heads of terms for which are set out in Appendix 5)
- the direction of the Mayor of London; and
- in accordance with the approved plans and documents as follows:

DOCUMENTS
Title
Planning Statement Dec 2011
Design & Access Statement 21 Dec 2011
Statement of Community Involvement 21 Dec 2011
Transport Statement and Draft Travel Plan 20 Dec 2011
Environmental Statement 2010 and addendum Dec 2011
Water Strategy May 2010 and Addendum Dec 2011
Waste Strategy Dec 2011
Energy Strategy Aug 2010 and Addendum Dec 2011
Sustainability Statement May 2010 and Addendum Dec 2011

PLANS		
Plan Number	Rev.	Plan Title
11581/400	P1	Planning Boundary
11581/401	P1	Building Footprints
11581/402	P1	Maximum & Minimum Building Heights
11581/403	P1	Use Plan – CP1/Ground Floor
11581/404	P1	Use Plan – CP2
11581/405	P1	Use Plan – Level 1
11581/406	P1	Use Plan – Level 2
11581/407	P1	Use Plan – Typical Upper Floor
11581/408	P1	Site Access
11581/409	P1	Maximum Parameter Elevation – Park Lane

CONDITIONS:

RESERVED MATTERS

- The permission is granted in OUTLINE, in accordance with the provisions of Regulations 3 & 4 of the Town & Country Planning (General Development Procedure) 1995 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely: a) appearance, b) scale and c) landscaping .**

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

TIME LIMIT

- An application for the first reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this planning permission. That part of the development hereby permitted shall be begun either before the expiration of seven years from the date of this planning permission, or before the expiration of two years from the date of the approval of the last reserved matters application, whichever is the later.**

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

ARCHAEOLOGY

- 3. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation submitted by the applicant and approved by the Local Planning Authority.**

Reason: To ensure the proper investigation and recording of archaeological sites within the Borough, in accordance with CSV8. Informative: The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

RESIDENTIAL DEVELOPMENT

- 4. The residential development hereby permitted shall not exceed 285 separate dwelling units, whether flats or houses.**

Reason: To ensure a comprehensive and sustainable development in order to control the overall density levels within the development in accordance with the London Borough of Haringey's Housing SPD adopted October 2008.

DWELLING MIX

- 5. Prior to the start of development the bedroom size mix of the proposed dwellings shall be submitted to and approved in writing by the local planning authority.**

Reason: To ensure an acceptable mix of dwelling sizes

LIFETIME HOMES

- 6. At least 10% of the dwellings shall be capable of being converted for wheelchair access and 100% of the dwellings shall be built to meet Lifetime Homes standards, unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In order to ensure adequate accessibility for disabled and mobility impaired throughout their lifetime in accordance with policy HSG1 of London Borough of Haringey's Unitary Development Plan 2006.

SUSTAINABILITY

7. Applications for the Reserved Matters approval in respect of the development shall be accompanied by an Environmental Sustainability Plan. The Environmental Sustainability Plan shall demonstrate:

- (a). how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;
- (b) the reduction in carbon emissions achieved through these building design and technology energy efficiency measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s) for approval of reserved matters are submitted;
- (c) the specification for any green and/or brown roofs;
- (d) how energy shall be supplied to the building(s), highlighting;
 - i. how the building(s) relate(s) to the site-wide strategy for district heating incorporating tri-generation from distributed combined heat and power;
 - ii. how the building(s) relate(s) to the strategy for using biofuel boilers to supplement the energy supplied through district heating systems;
 - iii. the assessment of the cost-effectiveness and reliability of the supply chain for biofuels;
 - iv. any other measures to incorporate renewables.
 - v. the floor area of the energy centre
 - vi. details of appropriate air quality abatement measures including consideration alternative energy technologies
- (e) how the proposed building(s) have been designed to achieve a BREEAM and/or Eco homes rating of “very good” (or an equivalent assessment method and rating) or better;
- (f) The incorporation of bird boxes, bat roosts and other wildlife features on buildings.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment, in accordance with policies G1, UD1, UD2, and ENV2, of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

MATERIALS

8. Full details of the development, including samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced except site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”. Samples shall include sample panels, glazing and a roofing material sample combined with a schedule of the exact product references.

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

- 9. All approved materials shall be erected in the form of a samples board to be retained on site throughout the works period for the development and the relevant parts of the works shall not be carried out other than in accordance with the approved details.**

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

Stadium and Major Event Conditions

CCTV

- 10. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, a scheme showing full details of a closed-circuit television surveillance system and security lighting shall be submitted to and approved in writing by the Local Planning Authority and the relevant works shall not be carried out other than in accordance with the approved details.**

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities in accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan 2006.

LIGHTING

- 11. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, an external lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The relevant works shall be carried out only in accordance with the approved strategy.**

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities in accordance with policy UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

SIGNAGE

- 12. The applicant shall submit within 2 years of commencing the development hereby permitted a fully detailed design strategy for any signage to be displayed on any part of the development.**

Reason: To achieve good design throughout the development, in accordance with policies UD1, UD2, UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

HOARDINGS

- 13. Prior to the commencement of development full details of a scheme for the provision of hoardings around the site during the construction period including details of design, height, materials and lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works (unless otherwise agreed in writing by the Local Planning Authority). The development shall be carried out only in accordance with the scheme as approved.**

Reason: In order to protect the amenity of the locality and to ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policy UD3 and UD4 of the London Borough of Haringey Unitary Development Plan 2006.

PLANTING AND LANDSCAPING

- 14. The applicant shall submit within 1 year of commencing the development hereby permitted, a programme for commencing and completing the planting and laying out of the approved landscaping scheme and the detailed scheme(s) shall be carried out only in accordance with the approved programme.**

Reason: To ensure a comprehensive and sustainable development, to ensure good design and to ensure that the landscaping is carried out within a reasonable period in accordance with the Environmental Impact Assessment, and in accordance with policies UD3 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006

LANDSCAPE MAINTENANCE

- 15. Within 1 year of commencing the development hereby permitted, the applicant shall submit a landscape maintenance scheme for approval by the Local Planning Authority. Any trees or areas of planting which die, are removed or become seriously damaged or diseased within 5 years of completion of the landscaping scheme, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.**

Reason: To ensure a comprehensive and sustainable development, to ensure good design, to ensure that the landscaping is secured in accordance with the Environmental Impact Assessment, in accordance with policies UD3 and UD4 of the

London Borough of Haringey Unitary Development Plan (UDP) 2006.

REFUSE & RECYCLING

- 16. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials, shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out only in accordance with the details so approved and shall be permanently retained thereafter.**

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities, in accordance with the Environmental Impact Assessment, in accordance with policies UD3, UD4 and ENV13 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

PARKING

- 17. Unless otherwise agreed in writing by the Local Planning Authority, the car parking provision within the development shall not exceed 200 spaces.**

Reason: In order to ensure the appropriate level of car parking in the scheme are not exceeded in accordance with policies M3, and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

CYCLE PARKING

- 18. Prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, a detailed cycle parking layout shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out only in accordance with the details so approved.**

Reason: In order to ensure that well designed safe and appropriate levels of cycle parking in the scheme are provided in accordance with policies M3, M5 and UD4 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

SITE INVESTIGATION & CONTAMINATION

- 19. Prior to commencement of the development hereby permitted (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:**
- 1. a preliminary risk assessment which has identified:**

- all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site;
2. a site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;
 3. the site investigation results and detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
 4. a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Reason: To ensure that the risks to the health and welfare of future occupiers and to the environment are mitigated or eliminated to acceptable standards.

20. **Unless otherwise agreed in writing by the Local Planning Authority, no development, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation” shall commence, until a Ground Contamination, Soil Remediation and Disposal Strategy supported by site history has been submitted to and approved in writing by the Local Planning Authority.**

Reason: To ensure a comprehensive and sustainable development in accordance with the Environmental Impact Assessment, and in accordance with policies ENV7 and ENV11 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

SITE DRAINAGE

21. **Unless otherwise agreed in writing by the Local Planning Authority, no development, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation” shall commence, until details of site drainage works including an impact study of existing sewerage infrastructure, suitable connection point of foul water drainage system and details of surface water discharge for that part of the site have been submitted to and approved by, the Local Planning Authority in consultation with the sewerage undertaker.**

Reason: To ensure a comprehensive and sustainable development and to enhance and protect the water environment in accordance with the Environmental Impact Assessment, and policies ENV2, ENV4, ENV5 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

WATER SUPPLY

- 22. Unless otherwise agreed in writing by the Local Planning Authority, no development, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation” shall commence, until a Water Supply Impact Study, including full details of anticipated water flow rates, and detailed site plans have been submitted to, and approved in writing by the Local Planning Authority (in consultation with Thames Water).**

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with policy ENV3 of the London Borough of Haringey Unitary Development Plan 2006.

HOURS OF DEMOLITION & CONSTRUCTION

- 23. No demolition, construction or building works shall be carried out except between the hours of 0800 and 1800 hours (Monday to Friday) and 0800 and 1200 hours (Saturday) and not at all on Sundays or bank holidays unless written approval from the Local Planning Authority has been obtained prior to works taking place.**

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

CONSTRUCTION VEHICLES

- 24. Lorries delivering plant or materials during the construction phase of the development will only use designated routes agreed in writing in advance with the Local Planning Authority.**

Reason: To minimise the impact of lorry traffic in local residential roads in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

- 25. Vehicles may arrive, depart, be loaded or unloaded during the construction phase of the development within the general area of the application site only between 0700 hours and 1800 hours Monday to Friday and 0800 hours and 1200 hours on Saturday and not at all on Sunday or Bank Holidays except with the prior written approval of the Local Planning Authority.**

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway or effect the amenity of local residents in accordance with the Environmental Impact

Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

CONSTRUCTION IMPACT MITIGATION

- 26. Prior to the commencement of the development hereby permitted, details of a scheme for monitoring and mitigating noise and dust emissions for all plant and processes shall be submitted to and approved in writing by the Local Planning Authority.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

- 27. No development, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, shall be commenced unless a Construction and Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of the arrangements for the temporary use and/or management (as appropriate) of those parts of the sites awaiting redevelopment. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority. This plan shall include a Considerate Constructor Plan.**

Reason: In order to protect the amenities of the locality and to ensure the efficient use of resources and reduce the impact of the proposed development on the environment in accordance with the Environmental Impact Assessment and policies G1, ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

SUSTAINABLE URBAN DRAINAGE SYSTEM

- 28. Prior to commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, details of a scheme for surface water drainage works (including the provision of a Sustainable Urban Drainage System and the provision of petrol/oil interceptors in all car parking/washing/repair facilities) and an assessment of the hydrological and hydrogeological context of the development shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In order to ensure the satisfactory surface water drainage of the site and to prevent pollution of the surface water drainage system in accordance with the Environmental Impact Assessment and policies UD4, ENV1, ENV2 and ENV 7 of the London Borough of Haringey Unitary Development Plan 2006.

ECOLOGY

- 29. Unless otherwise agreed in writing by the Local Planning Authority, full details of a site wide ecology management strategy and associated pollution prevention strategy shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the LPA the definition and details of “site investigations and site preparation”,.**

Reason: In order to ensure that the proposed development maximise the ecological potential of the site and prevents pollution of the environment prior to the commencement of development in accordance with the Environmental Impact Assessment and policies ENV7 and OS11 of the London Borough of Haringey Unitary Development Plan 2006.

NOISE

- 30. At 1 metre outside the windows of any neighbouring habitable rooms the level of noise from plant and machinery shall be at all times at least 5 decibels below the existing background noise levels, expressed in dB(A) at such locations. Where the noise from plant and machinery is tonal in character the differences in these levels shall be at least 10dB(A).**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

MECHANICAL PLANT

- 31. Technical specification details of the mechanical plant to be installed within the plant areas shown on the approved floor plans, together with an accompanying acoustic report, shall be submitted to and approved by the Local Planning Authority prior to installation of this plant. The plant shall not be operated other than in complete accordance with such measures as may be approved.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006. 15. Amenity Conditions

- 32. Unless otherwise agreed in writing by the Local Planning Authority, no roof top facilities shall be in use between the hours of 2300 - 0700 hours any day of the week.**

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policies ENV6 and ENV7 of the London Borough of Haringey Unitary Development Plan 2006.

FLOOD RISK ASSESSMENT

- 33. The development hereby permitted shall only be carried out in accordance with the approved Flood Risk Assessment (FRA). Ref: BDRP0001, Version 6, Final, May 2010 and the following mitigation measures detailed within the FRA:**
- i. Reducing the surface water runoff from the site by at least 50% for all storm events up to and including the 1 in 100 year critical storm, taking into account the effects of climate change. The peak discharge must not exceed 150l/s/ha.**
 - ii. Provision of storage on site to attenuate all flood events up to and including the 1 in 100 year event, taking into account the effects of climate change.**
 - iii. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.**

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of the surface water from the site, to ensure safe access and egress from and to the site and to reduce the impact of flooding on the proposed development and future occupants and site users.

CONTAMINATION

- 34. If, during development, contamination not previously identified is found to be present at the site then no further development (unless agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.**

Reason: To ensure protection of controlled waters.

- 36. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.**

Reason: To ensure protection of controlled waters.

PARKING PERMITS

- 37. The residential units shall not be entitled to apply for a residents parking permit.**

Reason: In order to minimise residential parking demand on the local highway network and encourage the use of sustainable modes of transport for journeys to/from the site.

CAR CLUB

- 38. The developer shall provide a car club scheme as part of the travel plan to be secured as part of the S.106 agreement. The developer must ensure that the car club is in operation before the completion of development.**

Reason: In order to minimise residential parking demand on the local highway network and encourage the use of sustainable modes of transport for journeys to/from the site.

PILING METHOD

- 40. No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.**

Reason: The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

ELECTRIC VEHICLES

- 41. Details of the provision of electric vehicle charging points within the parking areas shall be submitted to and approved in writing by the Local Planning Authority.**

Reason: In order to ensure adequate provision of electric vehicle infrastructure within the development.

DELIVERY AND SERVICE PLAN

- 42. The developer provides a delivery and servicing plan for each aspect of development at least 2 months before they are occupied. The servicing and delivery plan should include:**
- a) Programme deliveries outside the AM and PM peak periods in order to reduce congestion on the highway network.**
 - b) Details of refuse collection to be provided as part of the service and deliver plan.**
 - c) Spaces for Taxis to drop off and pick up**

Reason: In order to minimise the impact of servicing and deliveries on local traffic and highway conditions.

TRAVEL PLANS

- 43. The applicant/developer shall provide a Travel Plan for each element of the development at least 3 months before the development is occupied. The travel plans should include:**
- a) The developer or occupier of the development must provide showers and lockers as part of their Travel Plan.**
 - b) The developer/ occupier to provide financial incentives to increase cycle modal share.**
 - c) The developer/occupier to use reasonable endeavours to start a bicycle user group (BUG).**

Reason: In order to minimise residential parking demand on the local highway network and encourage the use of sustainable modes of transport for journeys to/from the site.

PODIUM DISABLED ACCESS

- 44. The applicant is to agree disabled ramp access beneath the south-east residential block to enable disabled access to the podium.**

Reason: In order to improve disabled access to the podium.

SOUND PROOFING

- 45. Prior to commencement of the development hereby permitted, with the exception of site investigations and site preparation subject to the applicant agreeing in writing with the Local Planning Authority the definition and details of “site investigations and site preparation”, details of a suitable soundproofing scheme to provide effective resistance to the transmission of airborne and impact sound shall be submitted to, approved in writing by, and implemented in accordance with the requirements of the Local Planning Authority.**

Reason: In order to ensure that the proposed use does not give rise to an unacceptable loss of amenity for occupiers within the property as a direct result of inadequate soundproofing.

INFORMATIVES:

- A:** All design details shall be prepared and submitted by the architects who prepared the applications or other such architects of comparable skill and experience as the Council may agree
- B:** The applicant is requested to consider the inclusion of a foyer scheme either within the development or in the local area.

REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

- a) It is considered that the principle of this development is supported by National, Regional and Local Planning policies which seek to promote regeneration through housing, employment and urban improvement to support local economic growth.
- b) The development is considered to be suitably designed in respect of its surroundings, its impact on neighbouring properties and environmental site constraints. The Environmental Impact (accompanying Environmental Statements and related Documents and Addendums provided) of the proposed development have been assessed and it is considered there would be no significant adverse impacts or impacts which cannot be adequately mitigated.
- c) The Planning Application has been assessed against and is considered to be in general accordance with the intent of National, Regional and Local Planning Policies requirements including London Borough of Haringey Unitary Development Plan (UDP) 2006, G2 'Development and Urban Design', G3'Housing Supply', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD6 'Mixed Use Developments', UD9 'Locations for Tall Buildings', HSG1 'New Housing Developments', HSG4 'Affordable Housing', HSG7 'Housing for Special Needs', AC3 'Tottenham High Road Regeneration Corridor', M2 'Public Transport Network', M3 'New Development Location and Accessibility', M5 'Protection, Improvements and Creation of Pedestrian and Cycle Routes', M9 'Car-Free Residential Developments', M10 'Parking for Development', CSV1 'Development in Conservation Areas', CSV2 'Listed Buildings', CSV3 'Locally Listed Buildings and Designated Sites of Industrial Heritage Interest', CSV6 'Demolition of Listed Buildings', CSV7 'Demolition in Conservation Areas', EMP3 'Defined Employment Areas - Employment Locations', EMP5 'Promoting Employment Uses', ENV1 'Flood Protection: Protection of the Floodplain and Urban Washlands', ENV2 'Surface Water Runoff', ENV4 'Enhancing and Protecting the Water Environment' ENV5 'Works Affecting Watercourses', ENV6 'Noise Pollution', ENV7 'Air, Water and Light Pollution', ENV9 'Mitigating Climate Change: Energy Efficiency', ENV10 'Mitigating Climate Change: Renewable Energy', ENV11 'Contaminated Land' and ENV13 'Sustainable Waste Management'

13.0 APPENDICES:

- 13.1 Appendix 1: Consultation Responses
- 13.2 Appendix 2: Planning Policies
- 13.3 Appendix 3: Development Management Forum Minutes
- 13.4 Appendix 4: Design Panel Minutes
- 13.5 Appendix 5: Planning History
- 13.6 Appendix 6: Equalities Impact Screening Assessment
- 13.7 Appendix 7: GLA Stage 1 Report

APPENDIX 1

Consultation Responses

No.	Stakeholder	Question/Comment	Response
	STATUTORY		
1	The Mayor of London	See Appendix 7: GLA Stage 1 Report. No objection at strategic level. Require further information/design details from applicant.	Noted and addressed in the report at para. 8.25
3	Transport for London (TfL)	No objection.	Noted.
4	English Heritage Kim Stabler - GLAAS	No objection subject to condition requiring archaeological investigation	Noted.
6	Environment Agency	No objection subject to conditions	Noted.
7	Thames Water	No objection on grounds relating to the management and disposal of foul and surface water Recommend conditions requiring water impact study and details of piling method	Noted.
8	LB Camden	No objection	Noted.
9	London Fire Brigade	Objection pending further information	Applicant notified.
	DESIGN PANEL	Set out and addressed in paragraph 8.25	
	DEVELOPMENT MANAGEMENT FORUM	Set out and addressed in paragraph 8.26	
	INTERNAL		
1	Haringey Transportation	<i>Impact on Highways Network:</i> No adverse impact on the critical junctions of White Hart Lane/High Road and Northumberland Park/High Road compared to the approved scheme. <i>Impact on Public Transport</i> The resultant net increase in the trips by public transport in particular buses can be adequately	Noted Noted

No.	Stakeholder	Question/Comment	Response
		<p>accommodated by existing bus and rail infrastructure</p> <p><i>Parking Provision</i> 150 spaces for residential and 50 for non-residential acceptable</p> <p><i>Servicing and Delivery</i> No change from previous proposal</p> <p><i>Conclusion</i> No objection subject to conditions securing travel plans, construction plans, servicing plans and various parking details</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>
2	Haringey Leisure Services	Open space and children's play space must be considered in relation to the proposed increase in resident occupation.	Details of open space and play space assessed at Reserved Matters stage
3	Haringey Commercial Environmental Health	<p>No objection subject to conditions for contaminated land remediation and dust control.</p> <p>S106 contribution recommended towards the cost of environmental improvements in the vicinity of the site.</p>	<p>Noted.</p> <p>The wider NDP scheme is less viable than when the original proposal was considered. The viability of the whole scheme is sensitive to contributions and the proposed s106 requirement can not be supported.</p>
8			
	RESIDENTS	4 responses received.	
1	6 Beaumont Park Drive, Roydon HARLOW Essex CM19	<p>The revised design is inferior to the previous proposal.</p> <p>Enhancing the viability of the project as a whole is important but could the stadium itself not be made bigger to generate more returns?</p>	<p>The design is departure from the previous but is considered to provide a positive but different contribution to the area. See sections 8.4 and 8.20 of the report.</p> <p>The overall project has been subject careful consideration to ensure viability and additional housing was found most suitable.</p>
2	Jason Hoyte	<p>Objection. Only points relating southern development are summarised here, not those relating to stadium operation or the food store.</p> <p>The noise, dust and vibration from construction works and their control by responsible parties.</p>	Mitigation measures are proposed in the Construction Environmental Management Plan (CEMP). See report.

No.	Stakeholder	Question/Comment	Response
		<p>The impact of the visual influence on views of properties along the southern side of Coniston Road and around the stadium is difficult to gauge from the photo montages provided in the addendum report.</p> <p>The noise and pollution of large goods vehicles using Northumberland Park to service the stadium.</p> <p>Limitation to the growth of planned trees due to cover of their roots by hard landscaping.</p> <p>A lack of soft landscaping in the northern development area and around the development in general.</p> <p>Urban heat island effects from the larger numbers of buildings proposed than previously on the site.</p> <p>Increased waste pre and post matches due to increased number of people in the area.</p> <p>The lack of use of photovoltaics. Buildings will have large areas facing the sky which could utilise either the heat and / or power to help reduce the reliance on fossil fuels.</p> <p>The reduction in air quality to 'Minor adverse' by the completion of the development.</p> <p>The short duration of monitoring of the food store transport flows do not give a good indication of foot flow to a supermarket or potential transport congestion issues which may occur during busy times such as Easter or Christmas Bank holidays.</p> <p>A report mentions updating and modifying the</p>	<p>Noted. The development is considered to cause no harm to the townscape. See report.</p> <p>Deliveries will be subject to limits and mitigation measures. See report.</p> <p>A condition is imposed requiring submission of landscaping details</p> <p>The design of the food store development responds to the urban context of the site. Landscaped open greenspace is to be provided in the courtyard amenity areas</p> <p>The site as existing and prior to clearance was extensively covered in hard standing and development. There is scope for including green/brown roofs to mitigate building heat retention .</p> <p>The food store and wider development is subject to a detailed waste strategy intended to reduce waste. See report.</p> <p>Roof will be a green/brown roof. Biomass boiler proposed to reduce use of fossil fuels. See report.</p> <p>The scheme minimises its air quality impacts. Impact is minor and there is no significant change from consented scheme. See report.</p> <p>Haringey Transport and TfL consider the traffic of the scheme acceptable. See report. Holiday congestion would be temporary.</p> <p>Parking restrictions will be subject to review as part of the overall CPZ</p>

No.	Stakeholder	Question/Comment	Response
		<p>restrictions on Worcester Avenue on event days. Will this be followed through?</p> <p>The baseline data for traffic modelling does not appear representative of the scenario it is meant to be modelling.</p> <p>Long vehicles causing congestion on Northumberland Park trying to enter or leave the Supermarket service yard.</p> <p>The number of large vehicles around the stadium, especially by the southern end of Worcester Avenue near to the schools.</p> <p>There is reference to a new sewer being required in Worcester Avenue. Will the new development increase the risk of flooding in properties due to the development?</p> <p>How will the developers ensure / prove that 70% of materials are being reclaimed / reused? This will help reduce congestion during the construction phase.</p> <p>The noise and dust during construction of the development. A large amount of dust appears to have be cause during the demolition of buildings associated to the project already.</p> <p><input type="checkbox"/> The developer / THFC attempted to buy out / relocate local business rather than focusing on the Stadium.</p> <p>THFC not attempting to create an environment that encourages new business to the area but gives them control on the stadium and the surrounding area.</p> <p>Note: The representation makes a series of points</p>	<p>proposal</p> <p>Transport assessment is considered robust</p> <p>Servicing and delivery movements have been assessed and considered acceptable by applicant, Haringey Transport, TfL.</p> <p>See above.</p> <p>See report section 8.24 Water Resources and Flood Risk</p> <p>The Construction Environmental Management Plan would be subject to monitoring</p> <p>Mitigation measures are proposed in the Construction Environmental Management Plan (CEMP). See report.</p> <p>Non-stadium development is intended to fund the overall expansion and upgrade of facilities.</p> <p>Investment and development will bring increased foot fall and local spending in support of local business</p>

No.	Stakeholder	Question/Comment	Response
		challenging particular elements of the applicant's Environmental Statement. These are mainly requests for further information and concerns about the adequacy of assessment and mitigation. Officers have reviewed these and conclude that the ES, its assessment – along with the proposed planning conditions and s106, provide appropriate mitigation measures within tolerances that are entirely acceptable.	
	Wilson's Solicitors, 697 High Road	Support in principle. No reference to cycling in applications. There is an opportunity for improved cycle routes, conditions and ridership	Noted. A condition is imposed requiring a detailed scheme for cycle parking and lockers/showers to encourage cycling to and from the site
	Euro Café 846 high Road, N17	Support. The development will bring economic growth and improved appearance	Noted

PLANNING POLICIES

RELEVANT PLANNING POLICY

NATIONAL POLICY

National Planning Policy Statements and Guidance

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement: Planning and Climate Change - Supplement to PPS 1
- Planning Policy Statement 4: Planning for Sustainable Economic Growth
- Planning Policy Statement 5: Planning for the Historic Environment
- Planning Policy Statement 9: Biodiversity and Geological Conservation
- Planning Policy Guidance 13: Transport
- Planning Policy Statement 22: Renewable Energy
- Planning Policy Statement 23: Planning and Pollution Control
- Planning Policy Guidance 24: Planning and Noise
- Planning Policy Statement 25: Development and Flood Risk
- Draft Planning Policy Statement: Planning for a Natural and Healthy Environment

REGIONAL PLANNING POLICY

London Plan 2011

- Policy 6.4 Enhancing London's transport connectivity
- Policy 2.14 Areas for Regeneration
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.11 Green roofs and development site environs
- Policy 6.1 Integrating transport & development
- Policy 6.3 Assessing transport capacity
- Policy 6.13 Parking
- Policy 7.2 Creating an inclusive environment
- Policy 7.3 Secured by design
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.8 Heritage Assets and Archaeology

The Mayors Transport Strategy (May 2010)

The Mayor's Land for Transport Functions SPG (March 2007)

The Mayor's Sustainable Design & Construction SPG (2006)

The Mayor's Culture Strategy: Realising the potential of a world class city (2004)

The Mayor's Ambient Noise Strategy (2004)

The Mayor's Energy Strategy (2004)

The Mayor's Draft Industrial Capacity SPG (2003)

The Mayor's Air Quality Strategy: Cleaning London's Air (2002)

The Mayor's Biodiversity Strategy: Connecting with London's Nature (2002)

The Mayor's Planning for Equality & Diversity in Meeting the Spatial Needs of London's Diverse Communities SPG

The Mayor's Accessible London: Achieving an Inclusive Environment SPG

The Mayor and London Councils' Best Practice Guide on the Control of Dust & Emissions during Construction

LOCAL PLANNING POLICY

Haringey Unitary Development Plan (Adopted July 2006; Saved July 2009)

- G1 Environment
- G2 Development and Urban Design
- G4 Employment
- G6 Strategic Transport Links
- G7 Green Belt, Met. Open Land, Significant Local Open Land & Green Chains
- G9 Community Well Being
- G10 Conservation
- G12 Priority Areas
- AC1 Heartlands/Wood Green
- UD1 Planning Statements
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- UD7 Waste Storage
- UD8 Planning Obligations
- ENV1 Flood Protection: Protection of Floodplain, Urban Washlands
- ENV2 Surface Water Runoff
- ENV4 Enhancing and Protecting the Water Environment
- ENV5 Works Affecting Water Courses
- ENV6 Noise Pollution
- ENV7 Air, Water and Light Pollution
- ENV11 Contaminated Land
- ENV13 Sustainable Waste Management
- EMP1 Defined Employment Areas – Regeneration Areas
- M2 Public Transport Network
- M3 New Development Location and Accessibility
- M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
- M8 Access Roads
- M10 Parking for Development
- M11 Rail and Waterborne Transport
- OS2 Metropolitan Open Land
- OS5 Development Adjacent to Open Spaces
- OS6 Ecologically Valuable Sites and Their Corridors
- OS7 Historic Parks, Gardens and Landscapes
- OS12 Biodiversity
- OS16 Green Chains
- CSV1 Development in Conservation Areas
- CSV8 Archaeology

Haringey Supplementary Planning Guidance (October 2006)

- SPG1a Design Guidance (Adopted 2006)
- SPG2 Conservation and Archaeology (Draft 2006)
- SPG4 Access for All (Mobility Standards) (Draft 2006)
- SPG5 Safety By Design (Draft 2006)
- SPG7a Vehicle and Pedestrian Movements (Draft 2006)
- SPG7b Travel Plans (Draft 2006)
- SPG7c Transport Assessment (Draft 2006)
- SPG8a Waste and Recycling (Adopted 2006)
- SPG8b Materials (Draft 2006)
- SPG8c Environmental Performance (Draft 2006)
- SPG8d Biodiversity, Landscaping & Trees (Draft 2006)
- SPG8e Light Pollution (Draft 2006)
- SPG8f Land Contamination (Draft 2006)
- SPG 8g Ecological Impact Assessment (Draft 2006)
- SPG 8h Environmental Impact Assessment (Draft 2006)
- SPG 8i Air Quality (Draft 2006)
- SPG9 Sustainability Statement Guidance Notes and Checklist (Draft 2006)
- SPG10a Negotiation, Mgt & Monitoring of Planning Obligations (Adopted 2006)
- SPG10d Planning Obligations and Open Space (Draft 2006)
- SPG10e Improvements Public Transport Infrastructure & Services (Draft 2006)
- SPD Housing

Planning Obligation Code of Practice No 1: Employment and Training (Adopted 2006)

Local Development Framework Core Strategy and Proposals Map (Published for Consultation May 2010; Submitted for Examination March 2011. EiP July 2011)

- SP1 Managing Growth
- SP2 Housing
- SP4 Working towards a Low Carbon Haringey
- SP5 Water Management and Flooding
- SP6 Waste and Recycling
- SP7 Transport
- SP8 Employment
- SP9 Imp Skills/Training to Support Access to Jobs/Community Cohesion/Inclusion
- SP10 Town Centres
- SP11 Design
- SP12 Conservation
- SP13 Open Space and Biodiversity
- SP14 Health and Well-Being
- SP15 Culture and Leisure
- SP16 Community Infrastructure

Draft Development Management Policies (Published for Consultation May 2010)

- DMP9 New Development Location and Accessibility
- DMP10 Access Roads
- DMP13 Sustainable Design and Construction
- DMP14 Flood Risk, Water Courses and Water Management
- DMP15 Environmental Protection
- DMP16 Development Within and Outside of Town & Local Shopping Centres

- DMP19 Employment Land & Premises
- DMP20 General Principles
- DMP21 Quality Design
- DMP22 Waste Storage
- DMP25 Haringey's Heritage
- DMP26 Alexandra Palace
- DMP27 Significant Local Open Land & Development Adjacent to Open Spaces
- DMP28 Ecologically Valuable Sites their Corridors and Tree protection

Draft Sustainable Design and Construction SPD (October 2010)
Haringey's 2nd Local Implementation Plan (Transport Strategy) 2011 – 2031

OTHER DOCUMENTS

CABE Design and Access Statements
Diversity and Equality in Planning: A Good Practice Guide (ODPM)
Planning and Access for disabled people: A Good Practice Guide (ODPM)
Demolition Protocol Developed by London Remade
Secured by Design

DEVELOPMENT MANAGEMENT FORUM MINUTES



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**PLANNING & REGENERATION
DEVELOPMENT MANAGEMENT TEAM**

MINUTES

Meeting : Development Management Forum
Date : 18 January 2011
Place : Northumberland Park Community School
Present : Marc Dorfman (Chair); Paul Phillips , Cllr Bevan, Cllr Hare, Cllr
Watson
Local Press, Joyce Prosser from Tottenham CAAC , approx 25
Local Residents
Minutes by : Tay Makoon
Cleared by Md @3-2-12
Distribution :

1. Marc Dorfman welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. He explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, he explained the agenda and that the meeting will be minuted and attached to the officers report to Planning Sub- Committee. Local residents from Northumberland Park, Tottenham Green, Bruce Grove, Church Road, Denmark Street, Worcester Ave, Bromley Road

2.

Proposal

Northern Development (HGY/2011/2350): Proposed demolition of buildings and development of a foodstore (Use Class A1) together with educational uses (Use Class D1); stadium-related uses (Use Class D2); showroom/brand centre (sui generis); and associated facilities including car parking, the construction of new and altered vehicle and pedestrian accesses, private open spaces, landscaping and related works.

Southern Development (HGY/2011/2351): Proposed demolition and redevelopment to provide housing (Use Class C3) college (Use Class D1) health centre (Use Class D1) and health club (Use Class D2) together with associated private and public open space, car parking, landscaping and related works; and altered footways, roads and vehicular accesses. Outline application with details of appearance, scale and landscaping reserved for subsequent approval.

3.

Presentation by Paul Phillips – Project Director for Tottenham Hotspur Football Club

As a reminder I need to say where we have been and where we currently are:

In September 2010 Planning Committee that approved subject to a s106 agreement the entire stadium development with a new food store and office/club accommodation above and 200 homes and offices at the southern end. In global terms the scheme is not entirely different, the stadium remains unchanged

both its location and size and capacity. We are now on the North proposing an additional one and half storey and then on the South the scheme that you can see which is an enlarged residential scheme. The scheme was consented back in 2010 for 200 residential units and this proposal is 285 residential units sitting on top of some commercial space which you can see at the base of the residential which is two and three floors of space. The scheme consented back in 2010 was effectively one long block ranging from about 8 – 10 storey high quite close to the back of the footpath, that was a scheme that we felt we could improve on. So we have come forward with this new scheme now which looks to break down that façade. Rather than seeing one long façade some 200metres long of development, we've looked to break up that facade and create spaces views through to the stadium to lessen the impact on residents on Park Lane and to create some private space you can see between each block. This is another view of the same block looking from the High Road and this would be looking at the Western façade of the first block, so you have club shop, podium which gives access on match day and a public space on non match day and you can see the 1,2,3,4 residential blocks behind. This will be the corner of Park Lane with the High Road looking across. The first thing we have done is to pull the development back off the road, those of you who know this road will know that there is a narrow footpath along Park Lane in places the existing stadium hangs over the footpath virtually to the edge of the road. This moves that whole development back about 8metres which then allows space for a wider footpath and some tree planting. There is some more generous space here in front of the steps which has been pulled back that lead up into the podium on match day and then there is also a lift provided at the side here and there is also several lifts around the development providing accessible access up onto the podium area.

To the North, the supermarket is unchanged – (7,200m² net sales area within a floor space of 23,470m² – ground floor car parking. On top of this the consented scheme approved 5,600m² of office/assembly/club space on 2 floors above the supermarket). The new proposal now proposes an extra 1.5 floors in height terms on top of this (an extra 4,450m²) for use as a “brand show room area and D1 and D2 uses – these are education and public assembly and stadium use. Ground floor level is parking on the original application 401 spaces and it's the same as proposed – so no increase.

The scheme doesn't come any further forward than here which is where it was on the old scheme, which is approximately 32metres set back from the edge of the supermarket on the High Road, that was done purposefully to avoid overshadowing of this development onto the properties on Northumberland Park which we are aware are from the first application was a significant concern of some residents. This slide gives an image of the supermarket, image of the corner of Northumberland Park and the High Road looking down at the supermarket entrance. This is an aerial view showing on the left hand side, the T shape to the left of the stadium that is the additional floor and half of commercial space, the rest is effectively unchanged, stadium in exactly the same position, four heritage buildings retained, slightly larger space here, and the four new residential buildings all set back the 8 metres on Park Lane.

Image of the stadium looking from the podium to the south west of the stadium. In summary we are coming forward this evening with a planning application for 285 new homes, including some new private space in between those homes, what we believe is that an improved design with a gentler aspect on Park Lane with significant additional commercial space that has the potential to create many hundreds of new jobs underneath that residential

development in the south and what we believe is improved public space around here and with new landscape architects that will look at this area between the residential and the stadium.

Questions from the Floor.

Q1: What type of commercial enterprise is going in at the North and South end?

Ans: We are not entirely sure yet but we are looking at a range of possibilities in that area. We had discussions with potentials for health centre. In the north also we had discussions with one or two car manufacturers about a brand centre, which is a place where they could display cars, would not be a car showroom where you can go in and by a car off the street, but a place where a particular manufacturer possibly linked to a possible sponsorship with the stadium can display their vehicles, it does need to be cars, but there was a view that cars and football do potentially go together. We have had a number of discussions but nothing has come yet. There have been suggestions about education space above that, club offices, we can say with certainty that there will be about 30,000sq ft of club offices above. We are trying to get a wide range of uses, uses that are not heavy in terms of transport, parking and cars, that would complement the stadium provides some jobs creating space and some supporting income for what we are trying to achieve with the overhaul stadium.

Q2 a: On the original application you talked about having a hotel is that still being incorporated into this scheme?

Ans: On the new scheme we are not showing a hotel, we have had a lot of discussions over four years in order to try and attract a good 4 star hotel operator in the area, I think we can get a 2 star hotel operator very quickly, a travel lodge type format but that is not what we are really looking to achieve, so right now we are not

entirely sure that we can bring a hotel, or be it we want to bring one so this scheme doesn't show a hotel but they may well be opportunities in the wider area around the stadium with some ripple factor as the development happens to bring a hotel back into the overall project.

Q2 b: At the supermarket end was it not considered at all to split the residential to both ends?

Ans: Right at the outset nearly 4 years ago we had quite a substantial amount of residential accommodation shown in some early drawings above the supermarket but because of the height and the size of the stadium it does over shadow directly to the north and when we applied the usual overshadowing tests, it didn't pass those tests so we effectively pulled back from the residential, it just not an appropriate place. It was a question asked by CABE and English Heritage some years ago as well.

Q3: What sort of flats have you envisaged building and what open space are there and is there any social housing in them?

Ans: The scheme is in outline at the moment but we have arrived at 285 units based on looking at the overhaul massing that we can get in there. I think it will be predominantly in the range of 1/2 bedroom flats and maybe some 3 bedroom flats. My experience is that it isn't viable to build large flats in new buildings in an area where the surrounding residential values are relatively low, for example if you built a 3/4 bedroom flat it would cost more than a house with a garden and it would raise the question as to who would buy that flat so the flats will all be built to the Mayors standards in terms of flat design which I think is improving in size from probably we were 10 years ago. I would say it would be predominantly 1 / 2 bedroom flats. Our view and our suggestion to the Council is that the southern development here should be predominantly market value flats rather than affordable housing.

Plan showing roof gardens and terraces to most of the flats and in between there are private spaces. Previous scheme which was this long linear scheme here, a small amount of amenity space at the south and then a share of the podium behind and here we have gone back to some earlier thoughts which were to have to some private garden areas they can also be children play spaces an appropriate location close to the flats.

Q3b: What do you mean by market value flats?

Ans: Flats sold privately.

Q3c: Is there no social housing at all?

Ans: Our suggestion is that there should be no social housing.

Q4: What about s106 agreements for all this?

Ans: S106 for this is the next step we are in discussion with the Council; at the moment they are formulating their views on s106. We have made clear on numerous occasions to the Council that part of the problem we were encountering 18 months ago was the viability of this scheme on this part of London and if the Council or Government was overly heavily handed in terms of the s106 requirement it makes the scheme unviable.

Q5: Does that mean there are no s106 agreements?

Ans: There will be amended s106 agreement, an amendment to the existing agreements.

Q6: What is the existing s106 agreements say?

Ans: The existing s106 agreement (is currently between £15-16m) runs into hundreds and hundreds of pages long, with 20/30 different measures around transport, public infrastructure, private space, affordable housing.

Q7: I want to pick up on a couple of things, the ripple effect on the other side of the road, if Sainsbury's is moving into these premises presumably there is some opportunities there of the vacated space to potentially develop the hotel or other amenities. I wonder whether there have been any discussions or thoughts on that side and second point on educational use there was a suggestion that you could that site as a school and local community has heard rumors about this , it has been in the press and Lord Harris talking potentially opening a new school, would you be able to say whether any discussions had taken place to potentially opening a school in any other premises as part of this planning application.

Ans: In terms of the hotel idea there are possibilities over the road and I can't say at the moment who the supermarket operator is however, I think regardless of which operator goes into that supermarket that we have consent for , the existing Sainsbury's over the road would start to need a new use and that is an interesting possibility. In terms of the school we have had some initial discussion with various educational providers, including potential university technical colleges, free schools and discussions with Northumberland Park School. It is not an area I know a great deal about and we are actually looking for someone to take this on board to help us work through if any of those are viable options.

Q8: What is going to happen to Worcester Ave, I haven't heard you say anything, you mentioned Park Lane, Northumberland Park but what about Worcester Ave?

Ans: Don't hugely change from those that we previously submitted in respect to Worcester Ave, that is why I didn't mention Worcester Ave this evening. Majority of Worcester Ave from here right up to the north of the stadium remains unchanged, in the

residential area to the north not a great deal has changed we have added an additional level to the supermarket which I mentioned that is set back 30/40metres and don't believe that it will have any detrimental effects on the houses in Worcester Ave. There is no real change that I can report to you on.

Q9: At the south end there is an area still subject to an application, I am wondering what nature this application will be. It is under the podium?

Ans: (No change at the moment. We may come forward with further proposals/changes.)

Q10: There is no other major changes (only what you have shown), is that correct?

Ans: Yes.

Q11: I was interested to hear that the bar area was increasing at the north end, I am wondering whether there are any consequences as a result to noise nuisance through the night for residents on Northumberland Park.

Ans: When I mentioned the bar earlier, I was talking about an idea we had a couple of years ago for a sky bar up on the top level there, our proposal have effectively withdrawn as an idea. The space is larger but we have convinced ourselves that this is something that is not going to work because the bar area and hopefully you are pleased with the outcome of that.

Above the food store in planning terms it is class as D1/D2 sui generis.

We are applying for as much flexibility as we can - Club office space, educational space and showroom brand centre.

Q13: Joyce Prosser – Can you tell me what heights of those blocks

are and whether there is any car parking for those homes, and with the podium comparing it with the previous plan it looks as if the podium has got smaller?

Ans: In terms of the heights on the residential blocks, there are three levels of commercial space and four levels of residential on the front facing Park Lane and stepping up beside that another 2/3 levels of residential towards the stadium.

Existing stadium approximately 43 metres height which in terms of floor areas which if talking about residential floor would be about 3 metres for each floor, about 14 storey or if office storey would be about 10/11 storey.

That is the height profile of the scheme dropping down to 3 storeys in between of each of the residential block. In terms of the space, the height is effectively the same height as before as I mentioned before we took the view that we should pull this line of buildings back on Park Lane, that is a more forgiving edge to the residential streetscape and itself reduce the width to the podium. The podium is still 30metres wide (down from 40m) which would be half the width of a football pitch in width and double for what you would need for an emergency evacuation, so it is more generous for what you need for football. All this space will be accessible to the public 364 days a year. Ice skating ring in plan size will be same size as the centre circle as up there. The other thing we also did was to recreate more private space between the blocks. What effectively happens is that the residential turned through to 90degrees rather than one long plain, we broke it into four blocks and moved it back in that is why the podium is a different size than before. There are 200 parking spaces that applied for in this area at the back of the commercial space under the residential it is broadly the same number as applied for in the original application or it may have been envisaged that some would have been for the hotel use.

Q14: What sort of residential values are you looking at for the flats and will it be Saville's that would be selling that?

Ans: I do not know.

Q15: Would there be any other business opportunities along the stadium on the podium?

Ans: Good question, we have this entrance here that is big enough to accommodate the number of people who can access the space above, there is space there that could effectively be a frontage and depending on what business or occupier goes in there, that would be their front door so that would be the main opportunity I would thought.

Q16: Would there be access directly from the High Road to supermarket or does everyone need to access it from Northumberland Park.

Ans: Everyone needs to access from Northumberland Park

Q17: What will be done for local businesses?

Ans: In general most local businesses support what we are trying to do, we are the biggest draw to the area and a new enlarged stadium would bring another half a million more visitors a year and we are trying to make this a 365 days a year stadium rather than a 30 days a year one. The facilities inside the stadium will be excellent on non match days and conferences, banqueting parties and various other product launchers to bring more and more visitors in the area and we would like to start ripple effect of the whole area.

Q18: What contributions are you getting from the Council etc for doing this development and you have not been very clear about the s106, is there somewhere where I can get a clear idea as what

that will actually be?

Ans: The existing s106 is a public document and a gripping read and available and it will change as there will be amendments coming from this application. In order to make this scheme viable the club needs Local Government and the Council do its part in terms of infrastructure work and public open space and contribute to making this a better area which in which we are able to develop rather than putting this entire burden on the club and this a discussion we have been having privately and publicly over the last year and half.

Q19: What input are you getting from the Government?

Ans: you will see in a next few day s or weeks there will be an announcement by the Mayor of infrastructure spending that he is bringing into north Tottenham that is going to improve the area around here and improve the infrastructure, public transport and public open space and make this a better place which we are then able to develop as last time round all of that burden was being directed at the club.

Q20: Statement: I think people are very concerned that money supposedly for post riot money that this will all go to Spurs when there is a lot of other projects in the area.

Ans: I can assure you that there are things called state aid rules and in days they have been able to give football club public money voluntarily over, I can assure you there will be no public money going into building of the stadium.

Q21: what about the rest, Sainsbury's, Housing?

Ans: Same answer, no public money.

Q22: No public money at all?

Ans: Correct.

Q22: What about sustainability issues with green architecture?

Ans: There are raft of obligations in the original s106 agreements around carbon reduction particular and a whole host of other green initiatives and there is no indication that any of those obligations will change this time round.

Q23: I am very concerned about car parking, if we are not having any social housing then you can assume that all those people will have a car providing 200 parking spaces for 285 flats will be a problem and also there seems to be no other car park for cars except the Sainsbury's. What will happen on a Saturday?

Ans: Broadly speaking the car parking arrangements remains unchanged, the original application had 401 spaces for the supermarket and that is unchanged, the stadium had approximately 300 or 320 spaces within the stadium and that remains unchanged. The southern development had 400 spaces between the residential development and the hotel and again we are at the numbers of spaces or may it entirely for the residential which when you look at various road user/car users, residential development has a fairly low usage in London because people don't take the car out everyday so I don't think it will be any different to the previous application, you might argue that there would have been more with the hotel.

Q24: What is the time scale, when do you envisage this starting and finishing?

Ans: I can't be specific in terms of starting and finishing dates, obviously you have seen from around the site that we have been progressing with demolition where we can do, we have not entirely secured all of the site yet so we are still in negotiation with

one or two parties, however where we can do we have started demolition, I would like to think that subject to the outcome of the application that we would make a start on the northern development later on this year. The southern development can happen until the stadium has been completed and the stadium is effectively a 3 year project.

Q25: What is the plan for the heritage site to the front?

Ans: The proposals are unchanged from the previous application; we are having various discussions with property surveyors and potential occupiers of space there. I think it is a catch 22 situation until such time that plans have firmed up and work has started, it is very difficult to let these buildings and I think it would be a couple of years at least before we would see tenants being able to go into those buildings. A couple is used by the club at the moment. There is no change to the northern terrace as well.

Q26: Does that mean Tottenham are staying?

Ans: I can assure you that we have been peddling furiously in the last few months and we are trying to make this viable, we assure you that this is a place where energy is focused and we are doing everything we can to deliver the stadium.

Q27: What is going to be done for the rest of Tottenham outside of this development?

Ans: MD – Announcements will be made in due course and there will be reports to Haringey Cabinet. The Council has made funding bids and has been carrying out consultation and Community Listening programmes. The Council is looking to develop an improvement strategy on the following themes:

- investment
- jobs and youth

- quality housing
- better streets and transport
- good community and police relations

Q28: When will the physical changes begin this year? Next Year?

Ans: The Council is working on all the "riot sites" and proposals/improvements will come forward on all these in 2012.

Q29: A promise was made by Spurs to compensate for the dust and disruption that neighbors were experiencing during the Spurs development for residents in Worcester Ave and when the works started, however, we are already going through that now, the dust is unbearable, we have already gone through the trouble with squatters, we are still experiencing problems with dust, are you going to compensate us for all these problems and disruptions or subsidize any works that we need to carry out resulting from your developments?

Ans: I am not aware of any specific discussions about compensation. We have had various discussions in the past with owners of properties in Worcester Ave and of which were all purchased. I think it is well documented that a year ago that there were a number of squatters in those properties and we went to great lengths to remove the squatters and I think it is likely in the next few weeks we will start process of demolishing some of those buildings that are now empty. In terms of the dust, I will take that back to our construction team and I know they have been watering the demolitions works to reduce the dust, I can't say that we haven't caused some dust but equally in London it's fairly dusty and dirty place at times. If you leave your name and address I will arrange for someone to go round and talk to you and I will re affirm the point about dust management for the remainder of the demolition. Some of which will be close to properties in Worcester Ave, but great care will be taken in limiting

disruption and damage to properties in Worcester Ave.

Q30: I want to know what you are going to do, we want our windows fixed but as we don't know what you are doing to Worcester Ave, it may affect the jobs we want done to our home, also whether you will come along and say you want to have our properties as well. We don't want to waste money spending thousands of pounds doing our place up only to find out we have to move later, we want to know what your plans are.

Ans: I would like to think we would be starting construction on the northern phase later this year and I am happy to have a discussion afterwards with you about noise, dust control and other issues around, noise and disruption.

There are on the planning permission a set of conditions controlling the hours of work, dust control as well. Once the works commence the Council has tight control on hours of operation and working conditions as far as they are able, hopefully that will provide some assurance.

Q31: Is there any possibility of having the underground extended to Northumberland Park Station?

Ans: We would have been delighted if that would have been possible if Government had decided to extend the underground to Northumberland Park, I just don't think this is going to be possible. My first meeting 4 years ago with transport for London they didn't even ask us to contribute to it which is a surprise to us, because it is an enormous project to bring the underground to Northumberland Park, I don't think it would pass the business case, everything to the east is reservoirs and not an area of high density population and as much as we would like an underground station at Northumberland Park I just can't see it happening.

Q32: Cllr Hare – Question about s106, obviously the plans are on

the website for the public to view at what stage would the suggested s106 obligations and anything else that is related to that be available to the public.

Ans: MD – Publication of the the Planning Cttee 13/2/12 Agenda on 3-4th 2/12. (Cabinet Report on 7/2/12).

Q33: Was there no alternative? For example - getting Tottenham Hotspur out of Tottenham and to use that large space for something more ambitious, in terms of housing, business and activity which would have more engagement from the Mayor?

Ans: The Unitary Development Plan was designed and developed in 2006 and that was developed thru public consultation and that resulted in the Council approving for this area the re - development of the stadium with associated development.

Since then Spurs has been developing a proposal to bring that forward and this is a second reiteration of that.

We also have been over the last 3 months carrying out public consultation about what people want for the this area as a result of the riots and that is being considered and looked at the moment. We will put that in the public domain in due course.

In the meantime the agreed plan for this part of Tottenham is that the Council and the Mayor supports in principle the stadium and associated development and area wide regeneration. Council has been working on this over the last couple of years and there has been no objection to this from Planning Cttee or from the local community/cllrs.

Q33: Statement: What if Spurs pull out as they were desperate to go to Stratford, what will happen to all these plans if they find somewhere else to go?

Statement: Tottenham Traders Partnership: I have consulted with a lot of people around here and the TTP fully supports the Council and a lot of businesses in this area will close down if Spurs moves out. Spurs will stay but they need some help from the Council and Central Government and local people to support them. The sooner we get our fingers out and help them the better this place will be.

Marc Dorfman thanked everyone for attending and contributing to the meeting, wished everyone a safe journey home and that if anyone wanted to discuss anything further please stay behind and he will be happy to answer any questions.

End of meeting.

DESIGN PANEL MINUTES



Haringey
Thursday 12th

Design Panel no.30
January 2012

ATTENDANCE

Panel

Deborah Denner
Stephen Davy
Gordon Forbes
David Kells
Chris Mason
Peter Sanders

Observers

Richard Truscott (Facilitator) Haringey Council
Marc Dorfman Haringey Council
Mortimer MacSweeney Haringey Council

The following scheme was considered by the Panel:

1) Spurs Amendments

Paul Phillips Tottenham Hotspurs – Client
Jeremy Fisher KSS architects
Richard Serra Savills - planning consultants

2) 638 Tottenham High Road, N17 (former “Carpetright”)

Nick Sharp Montague Evans
Stewart Drummond Rolfe Judd architects

3) Aldi store, 570 Tottenham High Road N17

Gary Humphreys The Harris Partnership – architects
John Norman Haringey Council, Tottenham Regeneration Programme

1) Presentation of the Tottenham Hotspurs planning amendments

The existing application is to be revised due to viability concerns on behalf of Tottenham Hotspurs. The development to the North of the Stadium retains the footprint, elevation to Northumberland Park Road, superstore and car park with minor amendments to the right of light to neighbours. The “Sky Bar” on the roof of the superstore will be 5 metres higher and will utilise the podium area to increase its size.

The South development, currently with outline approval for housing, retail and a hotel, is amended to increase the number of private residential units from 200 to 285 with 14,000m² lettable space for D2 usage including a 2,500m² anchor unit on Park Lane, but without the previously proposed hotel. The height of the revised plan will just break the line of the stadium roof. There will be two entrances for residents, one for match days and the other for everyday use.

Panel Questions

The panel questioned what had happened to the hotel, now omitted from the plans. The cause was explained to be lack of interest from 4 star operators, however a residential block could be converted if interest was found. The applicants clarified that the Southern development remains an outline application with parameter plans and most other matters reserved.

Details of the additional residential units were questioned, revealing that they are a mix of 1-2 beds, some single aspect, all for private sale. This is to re-address the deficit within the viability and to rebalance the large amount of social housing in the area. The amenity spaces will be communal, private to residents, a level above the podium level. Concern over crowd control in the reduced width podium was also raised; however the best available modelling has been carried out with the narrowest points in the crowd circulation areas being reduced from 40m to 30m width, in comparison with the Emirate Stadiums 10m, and giving more space behind the listed Warmington House.

The panel also questioned the new uses in the Northern application; the applicants suggested education or a brand centre (showroom for sponsors or naming rights sponsors). Regarding the podium, as before 4no. lifts will give wheelchair access and anti-terrorism barriers are to be built into the landscaping. The applicants assured that landscaping between the blocks would be carefully thought about with the same external materials for public spaces as previously proposed, although the MUGA had been removed and the application team now contained their third landscape architects.

Panel Observations

1. Concerns for the effect of the planned supermarket and fitness centre on the wider regeneration of Tottenham were raised; they would be competing with others in the local area, including the planned new Aldi and Fitness First further down Tottenham High Road. This could not only impact on the viability of existing businesses but change the nature and focus of the High Road. Panel members commented that the vague proposals for uses in the extension to the northern block did not inspire confidence.
2. The panel raised concerns with the large scale of the southern residential block. They appreciated that the finger blocks could have some design advantages in comparison to the one long block previously proposed, but expressed concerns at the form and massing of the blocks, quality of materials suggested and particularly at the way the southern ends of the fingers project over the podium edge, seeming to hang over the street.

3. The panel expressed concern at the high number of single aspect flats; most would be, apart from corner flats and rooftop “penthouses”. They also felt that clarification was needed on what is happening with the roof terraces. Private outdoor amenity space for adjacent flats could be an acceptable use, but designs should incorporate and anticipate that, if that was intended.
4. The small number of entrances and the long dark corridors were also questioned in regards to the resident’s quality of life. Clarity and safety of residents arrival from the street needed addressing, so that the location of a single, appropriate “front door” to each residential block was obvious and convenient.
5. The panel considered that the residential blocks should to have a bolder design and form to compliment the innovative stadium. High quality design standards and external materials need to be pushed for. A long elevation along Park Lane is essential for full consideration of the quality of the proposals.
6. Site wide landscaping was highlighted as very important to the scheme which needs a decent budget allocated to it. Landscaping details on the current application are not clear enough. They highlighted that the podium would still be mostly overshadowed

Consensus and Conclusions

7. Overall the panel were concerned that the proposals were out of scale with their surroundings. Whilst it could be understandable for the stadium to contrast dramatically, neighbouring blocks that were not conceived as architecturally complimentary with the stadium should mediate between its scale and that of its surroundings.
8. They were further concerned that the two proposals were not of the same architectural quality as the proposed stadium; the proposed residential “finger blocks” in particular could be prosaic, especially as they were identical, showed no variation. The podium and complimentary buildings at the Emirates, although simple, work well. The “finger blocks” here showed no imagination and could be anywhere.
9. In regeneration terms there was concern that it needs give more back to the surrounding area; if funding is slow to come in it could blight the area. Regarding phasing they felt the supermarket should not be the first element to be opened.
10. Finally they stressed the importance of pushing for high quality housing and landscaping.

2) 638 Tottenham High Road, N17 (former “Carpet Right”)

Confidential until planning application submitted.

3) Aldi store, 570 Tottenham High Road N17

Confidential until planning application submitted.

PLANNING HISTORY

Relevant Planning History (since 1988)
White Hart Lane Stadium

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/36622	Refurbishment of east stand to meet with Safety of Sports Ground Act requirements, including new roof and external cladding, new toilets, refreshment areas, new seating and boxes, provision of new souvenir shop. Demolition of No 65 - 71 Park Lane and erection of new maintenance compound. Removal of existing floodlight towers, installation of new floodlighting at roof level on east and west stands.	No decision
HGY/37689	Erection of ten turnstile entrances and rebuilding of boundary wall.	Approved – 14/09/1988
HGY/1989/0713	Erection of new north stand (outline application).	Withdrawn – 4/12/1992
HGY/1992/1198	Erection of new roof over existing north stand.	Approved – 22/12/1992
HGY/1992/1199	Erection of a two storey building for use as ground floor shop and first floor exhibition/hall of fame.	Approved – 22/12/1992
HGY/1992/1424	Erection of new roof over existing south stand.	Approved – 10/05/1993
HGY/49935	Erection of a single storey building for extension to shop.	Approved – 19/09/1995
HGY/1995/1195	Construction Redevelopment of North Stand, involving demolition of the bars, lounges, restaurants and new elevation to Paxton Road. of extended lower tier, new upper tier, new concourse, toilets, existing upper tier and associated accommodation.	Approved – 09/01/1996
HGY/1993/1209	Erection of new south stand.	Approved – 14/03/1996
HGY/1997/0017	Removal of condition attached to HGY49935 granting temporary permission for the erection of a single storey extension to shop.	Approved – 04/03/1997
HGY/1997/0879	Display of advertising panel comprising 2 sponsor panels and a scoreboard screen.	Approved – 08/07/1997
HGY/1998/0923	Erection of five storey office block above existing single storey ticket office block.	Approved – 15/12/1998
HGY/1999/0810	Installation of illuminated hanging sign beneath proposed entrance canopy.	Approved – 03/08/1999
HGY/1999/0812	Installation of new ramped entrance to west stand with balustrade and metal canopy over.	Approved – 03/08/1999
HGY/2000/0574	Redevelopment of the existing east stand to form a new three tier stand with increased capacity and improved spectator facilities. Consultation letter re details of traffic report, landscaped/streetscape improvements, applicants planning statement, report on TV reception.	No decision*
HGY/2001/0289	Erection of 6 x mounted antennae, associated equipment housing cabinets, single shark fin antenna, and microwave dishes on the existing roof structure of the THFC south stand, Park Lane, N17	Approved – 13/03/2001
HGY/2003/1230	Use of site for parking of 246 cars and erection of a single storey building for use as temporary members club for a period of 5 years	Withdrawn – 06/08/2003
HGY/2003/1391	Use of site for parking of 46 cars and erection of a single storey building for use as temporary members club for a period of 5 years	Approved – 16/08/2003
HGY/2007/1568	Laying out of former ball court as car park and hardstanding with	Approved –

	associated fencing.	14/09/2007
HGY/2009/0296	Continued use of land as a car park for 46 cars and the retention of a single storey building for use as a member's club office for a further temporary period of three years.	Approved – 07/04/2009
HGY/2009/2000	Demolition and comprehensive redevelopment of a stadium (Class D2) with hotel (Class C1), retail (Class A1 and or A2 and or A3 and or A4 and or A5) museum (Class D1), offices (Class B1) and housing (Class C3); together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and related works.	Withdrawn – 20/05/2010
HGY/2009/2001	Conservation Area Consent for demolition of 734-740, 742, 744a, 746, 748, 750, 752s, 752b, 752c, 754-766, 768-772, 776, and 778-788 High Road N17, Paxton Hall, Paxton Road, London N17, 2-6 Northumberland Park, London N17 and any other buildings and structures within the curtilage of these buildings on land bordered by Northumberland Park London N17 to the north, High Road London N17 to the west, Park Lane London N17 to the south and Worcester Avenue London to the east within the North Tottenham Conservation Area in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and related works.	Withdrawn – 20/05/2010
HGY/2009/2002	Listed Building Consent for demolition in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and related works.	Withdrawn – 20/05/2010
HGY/2009/2003	Listed Building Consent for demolition in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and other related works.	Withdrawn – 20/05/2010
** No reference	Listed Building Consent for alterations in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and other related works.	Withdrawn – 15/02/2010
** No reference	Listed Building Consent for the making of repairs in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and other related works.	Withdrawn – 15/02/2010

*Members resolved to grant planning permission on 24/012/2001 subject to the signing of a S106 agreement. This agreement was never signed therefore no decision was ever issued.

** Applications were withdrawn before they were validated by the Council

Planning History – Land To The North of the Stadium

Northumberland Park

Planning Reference Number	Address	Description of Development	Decision/Date
OLD/1949/0490	12-50 Northumberland Park N17	Retention and use of buildings for garaging motor cars and vans, erected under temporary consent now expired.	Approved – 09/05/1949
OLD/1950/0438	12-50 Northumberland Park N17	Retention and use of temporary building to house generator. (Erected under temporary consent now expired).	Approved – 11/01/1950
OLD/1951/0377	6-8 Northumberland Park N17	The continuation of the use of the premises for engineering, including welding and of the land for storage purposes.	Approved – 14/02/1951
OLD/1952/0391	6-8 Northumberland Park N17	The erection and use of extension for light industrial purposes on land at rear, removal of existing assembly and spraying shops and alterations to forecourt and entrance from Northumberland Park.	Approved – 03/09/1952
OLD/1953/0428	12-50 Northumberland Park N17	Erection of administrative & drawing offices.	Approved – 07/01/1953
OLD/1953/0430	6-8 Northumberland Park N17	The retention of industrial and storage buildings.	Approved – 07/01/1953
OLD/1963/0655	6-8 Northumberland Park N17	Rear of Erection of building for case harding metals.	Approved – 05/11/1963
OLD/1965/0696	6-8 Northumberland Park N17	Erection of building for use as machine shop for general engineering business.	Approved – 09/12/1965
OLD/1967/0661	12-50 Northumberland Park N17	Extension to existing factory.	Approved – 23/11/1967
OLD/1967/0667	6-8 Northumberland Park N17	Erection of 2 storey building for use as machine shop.	Approved – 05/04/1967
OLD/1968/0673	12-50 Northumberland Park N17	Extension to existing factory.	Approved – 06/05/1968
OLD/1975/0976	6-8 Northumberland Park N17	Erection of two storey extension to workshop building to providing storage on ground floor and offices on first floor.	Approved – 02/06/1975
OLD/1979/1030	Don Works 10 Northumberland Park N17	Erection of workshop for light engineering purpose & demolition of existing timber stone and part of shed erection of larger store.	Approved – 30/07/1979
OLD/1987/1449	12-48 Northumberland Park London N17 OTX London	Change of use of up to 50% of premises to warehouse use.	Approved – 28/09/1987
OLD/1987/1450	12-48 Northumberland Park London N17 OTX London	Subdivision into a industrial units, provision of ancillary parking and loading areas. Alterations to elevations.	Approved – 07/05/1987
OLD/1987/1451	12-48 Northumberland Park London N17 OTX London	Sub division of former unit 9 into 2 units.	Approved – 28/09/1987
OLD/1987/1453	Benjamin Oswald Removals 6-8	Existing entrance to be divided into two separate entrance.	Approved – 03/03/1987

	Northumberland Park London N17 OTX London		
OLD/1987/1454	10 Northumberland Park London N17 OTX London	Erection of single storey building for use as maintenance workshop and store, provision of two car parking spaces and loading apron, and demolition of existing open sided store buildings.	Approved – 12/01/1987
OLD/1988/1405	12-48 Northumberland Park London N17 OTX London	Subdivision of unit three into 3 small industrial units.	Approved – 28/09/1988
OLD/1989/1464	Don Works 10 Northumberland Park N17	Demolition of existing industrial buildings and erection of new industrial and warehousing buildings to be used as retail nursery unit (scheme B).	Approved – 02/05/1989
OLD/1989/1465	Don Works 10 Northumberland Park N17	Demolition of existing industrial building and erection of new industrial and warehouse buildings. (Scheme A)	Approved – 02/05/1989
HGY/1989/0073	Unit 4 12 - 28 Northumberland Park London N17 London	Erection of single storey industrial unit.	Approved – 07/11/1989
HGY/1991/0838	Unit 5 Northumberland Park Industrial Estate Willoughby Lane London N17	Subdivision of existing industrial unit to form 2 separate units to be used for auto electronics and car valeting.	Approved – 01/10/1991
HGY/1997/0182	10 Northumberland Park London N17 OTX London	Change of use of premises from industrial to a community centre for the elderly and disabled with ancillary use as a community sports hall.	Refused – 15/04/1997
HGY/1998/0847	2- 6 Northumberland Park London N17 OTX	Clearance of site to form transport yard. Improved access to the site, including widened crossover and new gates.	Approved – 13/10/1998
HGY/1998/0897	2-6 Northumberland Park London N17 OTX	Demolition of boundary wall to No.4 Northumberland Park to create wider access and crossover to the site.	Approved – 13/10/1998
HGY/1999/0024	54 Northumberland Park London N17 OTX London	Change of use of existing property from (C3 Use) to D1 (non - residential institution).	Approved – 09/03/1999
HGY/1999/0466	2- 6 Northumberland Park London N17 OTX	Installation of new metal gates.	Pending
HGY/2000/0185	2- 6 Northumberland Park London N17 OTX London	Alteration to building to allow use as office, erection of temporary industrial storage sheds.	Approved – 24/05/2000
HGY/2001/0454	Unit 1, 12 – 48 Northumberland Park N17 OTX London	Erection of ground and first floor extensions to existing industrial buildings.	Approved – 10/05/2001
HGY/2001/1384	8 Northumberland Park N17 OTX London	Extension to existing garage building.	Approved – 06/11/2001
HGY/2002/1056	Land adjacent Unit 9, 14 - 18 Northumberland Park London N17	Construction of new flat roof and enclosure of existing yard and use as B8 (storage & distribution).	Refused – 10/09/2002
HGY/2004/1520	Unit 3, 8 Northumberland Park London N17 OTX London	Alterations to roof including raising of roof line and change of design.	Approved – 24/08/2004

HGY/2006/0737	Unit 5, 12 – 48 Northumberland Park N17 0TX London	Change of use of premises from warehouse/factory to members only snooker club with sale of alcohol.	Withdrawn – 23/08/2006
HGY/2006/1303	Unit 5, 12 - 48 Northumberland Park London N17 London	Change of use of first floor of premises from warehouse/factory to members only snooker club with sale of alcohol.	Refused – 22/08/2006
HGY/2007/1873	Rear of 2 - 6 Northumberland Park London N17 0TX London	Demolition of temporary structures and erection of a 4 storey building comprising 890sqm of B1 office space, and nine flats consisting of 6 x two bed units and 3 x four bed units.	Refused – 16/10/2007

Paxton Road

Planning Reference Number	Address	Description of Development	Decision/Date
OLD/1953/0456	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Use of land on the east side of Barber and Co.'s premises, for industrial purposes.	Approved – 14/05/1953
OLD/1954/0464	1-5 Paxton Road N17	Erection of 2 storey extension at rear use as storeroom & lavatory.	Approved – 09/02/1954
OLD/1956/0569	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Erection and use of garage and store buildings.	Approved – 01/02/1956
OLD/1956/0570	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Erection and use of a covered way.	Approved – 05/03/1956
OLD/1956/0571	Paxton Works Paxton Road N17	The change of use of an existing factory building to the manufacture of wooden packing cases.	Refused – 05/10/1956
OLD/1957/0508	Paxton Works Paxton Road N17	The erection of an open-sided store to provide protection for timber (Used for manufacture of packing cases).	Approved – 01/11/1957
OLD/1957/0509	1-5 Paxton Road N17	Conversion of existing premises to form a garage on the ground floor with residential.	Refused – 13/03/1957
OLD/1958/0498	1-5 Paxton Road N17	Erection and use of private garages with residential accommodation over.	Approved – 11/03/1958
OLD/1960/0787	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Extension to factory.	Approved – 04/11/1960
OLD/1961/0808	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Extension of the east side of existing buildings.	Approved – 22/03/1961
OLD/1961/0809	Paxton Works Paxton Road N17	The erection and display of an illuminated fascia sign.	Approved – 13/09/1961
OLD/1964/0805	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Erection of lean-to structure for the storage of machinery.	Approved – 02/10/1964
OLD/1966/0698	Paxton Works Paxton Road N17	Replacement of factory demolished by fire.	Refused – 20/06/1966
OLD/1966/0699	Paxton Works Paxton Road N17	Rebuilding, printing and bookbinding works after destruction by fire. (Completed April 1967)	Approved – 17/10/1966
OLD/1967/0693	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Erection of extension to offices.	Approved – 14/06/1967
OLD/1967/0694	Messrs Edward Barber and Co. Ltd. Paxton Road N17	Details of extension to offices.	Approved – 01/08/1967
OLD/1968/0719	Messrs Edward	Formation of access to car park from	Approved –

	Barber and Co. Ltd. Paxton Road N17	Worcester Avenue.	20/09/1968
OLD/1970/0923	31 Paxton Road N17	Erection of single storey extension.	Approved – 20/01/1970
OLD/1973/1427	Paxton Road N17	Formation of ballroom & restaurant under existing ball court & conversion of printing works into caretakers flat and ancillary restaurant rooms.	Approved – 11/07/1973
OLD/1974/1250	1-7 Paxton Road & Crown Road N17	Expansion of industrial estate.	Approved – 12/02/1974
OLD/1975/1047	1-7 Paxton Road & Crown Road N17	Erection of a single storey factory building for light industrial use approx 6,000 sq. ft. floor area.	Approved – 04/07/1975
OLD/1975/1048	1-7 Paxton Road & Crown Road N17	Erection of a single storey religious meeting hall and ancillary accommodation.	Approved – 22/12/1975
OLD/1976/1059	1-7 Paxton Road & Crown Road N17	Erection of a single storey factory building for eight industrial use to connect up to existing factory building pairing surrounding area incorporating a garage for 2 vehicles and parking space for 7 cars. (Details).	Approved – 31/03/1976
OLD/1977/1038	Paxton Road & Crown Road N17	Use of land for vehicular parking.	Approved – 14/04/1977
OLD/1977/1039	1-5 Paxton Road N17	Change of use from residential to commercial.	Approved – 20/01/1977
OLD/1979/1094	Paxton Road N17	Enclosure of existing ground floor storage space.	Approved – 08/08/1979
OLD/1988/1488	Edward Barber & Co Ltd Paxton Road London N17 0BS London	Erection of single storey office extension.	Approved – 20/06/1988
HGY/1990/0776	74 Paxton Road London N17 London	Retention of 2 existing self-contained flats.	Refused – 20/08/1990
HGY/1991/0337	7 17 Paxton Road London N17 London	Reconstruction of Kingdom Hall place of worship.	Approved – 12/08/1991
HGY/1992/0924	Paxton Hall Paxton Road London N17 London	Change of use from Salvation Army Hall to mail order merchandising (Class B1/B8).	Approved – 29/09/1992
HGY/1994/0167	Edward Barber Factory Paxton Road London N17 London	Alterations to single storey toilet accommodation. Formation of first floor office extension.	Approved – 29/03/1994
HGY/1994/0432	Kingdon Hall 7 - 17 Paxton Road London N17 London	Enlargement of building by erection of 2 storey side extension and additional first floor. External alterations.	Approved – 28/06/1994
HGY/1995/1421	5 Paxton Road	Use of premises for A3 (Restaurant) use (Lawful Development Certificate – Existing).	Withdrawn – 20/12/1995
HGY/1998/0406	Kingdom Hall Of Jehovah's Witnesses Paxton Road London N17	Refurbishment works including blocking up of windows and installation of air- handling system.	Approved – 09/06/1998
HGY/1999/0319	29 – 31 Paxton Road	Demolition of existing building and rebuilding of ½ storey workshop building with ancillary office.	Approved – 11/05/1999

HGY/2003/0064	Corner Of Paxton Road & High Road London N17	Display of externally illuminated advertisement hoarding.	Approved 11/03/2003	-
HGY/2003/1230	Junction Worcester Av and Paxton Road.	Use of site for parking of 246 cars and erection of a single storey building for use as temporary members club for a period of 5 years.	Withdrawn 06/08/2003	-
HGY/2003/1391	Junction Worcester Av and Paxton Road.	Use of site for parking of 46 cars and erection of a single storey building for use as temporary members club for a period of 5 years.	Approved 16/08/2003	-
HGY/2003/1451	Site Junction Worcester Avenue And Paxton Road London N17	Display of non illuminated vertical banner signs.	Approved 16/09/2003	-
HGY/2004/0133	29 - 31 Paxton Road London N17 London	Approval Of Details pursuant to Condition 3 (materials) attached to planning application ref HGY/056296.	Approved 03/02/2004	-
HGY/2005/1105	1-5 Paxton Road London N17	Outline planning application for the demolition of existing building and erection of 3 storey mixed use development with retail space at ground floor level and 4 x 2 bed and 4 x 1 bed dwellings at first and second floor level.	Refused 22/09/2005	-
HGY/2006/0123	1-5 Paxton Road London N17 London	Outline planning application for the demolition of existing building and erection of three storey mixed use development with commercial units on ground floor and ancillary office space at first and second floor levels.	Refused 06/09/2006	-
HGY/2006/2363	Paxton Hall, Paxton Road Tottenham London N17 0BS	Conservation Area Consent for demolition of Paxton Hall to facilitate operational enhancements for Tottenham Hotspur Football Club.	Withdrawn	-
HGY/2006/2484	Car Park, Former Edwin Barber Factory, Paxton Road Tottenham London N17	Erection of single storey portakabin and freestanding external canopy.	Approved 01/02/2006	-
HGY/2007/0159	Former Edwin Barber Factory Paxton Road	Display of non-illuminated advertising hoarding.	Approved 27/02/2007	-
HGY/2009/0296	Junction Worcester Av and Paxton Road.	Use of land as a car park for 46 cars and the retention of a single storey building for use as a member's club office for a further temporary period of three years.	Approved 07/04/2009	-

740 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1950/0256	Erection & display of a neon sign.	Approved – 14/06/1950
OLD/1953/0241	Alterations to boiler house & lavatory accommodation & roofing in part of yard.	Approved – 04/11/1953
OLD/1984/0606	Demolition of existing light industrial building + change of use of land to car parking.	Approved – 01/02/1984
OLD/1989/0624	Erection and display of 1x96 sheet and 3x48 sheet advertisement loadings.	Approved – 25/07/1989
HGY/1990/0299	Display of 1 x 96 sheet, 2 x 48 sheet and 1 x 16 sheet advertisement hoardings (revisions to existing display).	Approved – 24/04/1990
HGY/1992/1191	Erection and display of advertisement display panels.	Withdrawn – 10/04/1992

742 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/2003/0066	Display of externally illuminated advertisement hoarding.	Approved – 11/03/2003

744 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1961/0371	Use of premises as funeral home (undertakers).	Approved – 15/03/1961
OLD/1964/0352	Erection and display of an illuminated sign.	Approved – 24/09/1964
OLD/1966/0601	Change of use of second floor room from residential accommodation to offices.	Refused – 05/01/1966
OLD/1967/0591	Erection of wooden hut on forecourt for use as sales kiosk.	Refused – 01/08/1967
OLD/1972/0468	Erection of single storey building at rear to be used a club for and lounge.	Approved – 14/07/1972
OLD/1978/0484	Use of second floor as a club.	Approved – 25/05/1978
OLD/9999/2675	Renovation of listed grade II building in conjunction with sports centre redevelopment.	No Decision
OLD/9999/2676	Listed building consent for rebuilding of front boundary walls.	No Decision
HGY/1989/1160	Display of externally illuminated fascia sign (listed building consent).	Approved – 13/05/1990
HGY/1989/1162	Display of externally illuminated fascia sign.	Approved – 13/05/1990
HGY/2000/0987	Rebuilding of front boundary wall.	Approved – 18/08/2000
HGY/2000/1001	Listed Building Consent for rebuilding of front boundary wall.	Approved – 18/08/2000

744a High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/1989/1013	Installation of new shop front (retention of unauthorised works).	Refused – 13/07/1990
HGY/2008/0301	Retention of 1 x internally illuminated advertising hoarding.	Refused – 27/03/2008

750 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1960/0338	Erection & display of illuminated swing sign.	Approved – 14/09/1960
OLD/1961/0373	Erection & display of illuminated box sign.	Approved – 21/08/1961
OLD/1962/0340	Erection & display of illuminated sign.	Approved – 11/01/1962
OLD/1964/0355	Alterations to side elevation the installation of tea bar.	Approved – 08/10/1964
OLD/1970/0436	Display of two illuminated box signs, one illuminated board sign and one illuminated cube sign.	Approved – 07/01/1970
OLD/1973/0552	Erection of extension to rear of public house.	Approved – 19/10/1973
OLD/1974/0547	Display of illuminated fascia sign illuminated projecting box sign.	Approved – 13/05/1974
OLD/1988/0602	Alterations to public house/night club.	Approved – 21/01/1988
OLD/1988/0603	Display & illuminated fascia sign and amenity boards.	Approved – 29/08/1988
HGY/1998/0518	Installation of illuminated signs.	Approved – 07/07/1998
HGY/2003/1340	Alterations to ground floor fenestration.	Approved – 23/09/2003

754 – 758 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1972/0469	Self-containing of 3 maisonettes and erection of external staircase at rear.	Approved – 26/07/1972
OLD/1972/0470	Self-containing of 3 maisonettes and erection of external staircase at rear.	Approved – 26/07/1972
OLD/1968/0589	Use of ground floor shops as an amusement arcade.	Refused – 05/02/1968
OLD/1968/0590	Use of ground floor shops as an amusement arcade.	Refused – 05/02/1968
OLD/1977/0931	Self-containing of 3 maisonettes and erection of external staircase at rear.	Withdrawn – 27/07/1977
OLD/1977/0932	Self-containing of 3 maisonettes and erection of external staircase at rear.	Withdrawn – 27/07/1977
HGY/1991/1076	Erection of single storey building to the rear for	Approved –

	storage purposes.	02/12/1991
HGY/1996/1068	Change of use of the ground floor from retail to office use	Approved – 24/09/1996

760 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1966/0346	Erection and display of illuminated fascia sign.	Approved – 15/08/1966
OLD/1971/0429	Change of use of ground floor from laundrette to fried fish shop & restaurant.	Approved – 28/10/1971
OLD/1972/0471	Display of illuminated projecting box sign.	Approved – 02/05/1972
OLD/1972/0472	Construction of single storey extension and covered way.	Approved – 04/10/1972
HGY/1991/1082	Installation of new shop front.	Withdrawn – 23/12/1991

Outside 762 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/2007/1923	Display of 1 x internally illuminated poster display sign on BT payphone kiosk	Refused – 06/11/2007
HGY/2007/2025	Replacement of BT payphone kiosk.	Refused – 08/11/2007
HGY/2009/0735	Display of 1 x freestanding illuminated advertising panel and public payphone attached to the reverse side of the panel.	Pending Decision

No.766 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1956/0289	Proposed modification of advertisement sites on the flank wall.	Approved – 15/03/1956
OLD/1956/0290	Use of ground floor premises for car sales and car hire (Upper part residential).	Approved – 10/04/1956
OLD/1956/0291	Use of ground floor premises for a jobbing printer (With office and display window).	Approved – 14/06/1956
OLD/1957/0266	Installation of new shop front.	Approved – 27/06/1957
OLD/1957/0438	Use of upper floor as showrooms, offices and stockrooms (In connection with the retail furnishers' business in the ground floor shop).	Refused – 07/10/1957
OLD/1963/0321	Change of use of ground floor shop premises from a retail Furniture shop to an Estate Agents Office.	Approved – 15/02/1963
OLD/1966/0518	Determination use of ground floor premises for retail sale of tyres, batteries and motor accessories and tyre service in rear covered yard and garage.	Not Required – 19/12/1966
OLD/1977/0471	Change of use to sandwich bar.	Approved –

		18/11/1977
OLD/1979/0484	Installation of new shop front.	Approved – 08/08/1979
HGY/1989/0467	Installation of new shop front.	Approved – 12/02/1990
HGY/1991/0336	Display of illuminated shop fascia signs.	Approved – 17/06/1991

774 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1959/0267	Conversion of Doctor's residence for use as a dairy distribution depot, offices, & flat on the upper floor.	Approved – 08/08/1959
OLD/1959/0268	Conversion of Doctor's residence for use as a dairy distribution depot, offices, & flat on the upper floor.	Approved – 30/11/1959
OLD/1961/0376	Erection of cover to yard space for the loading & unloading of vehicles.	Approved – 15/02/1961
OLD/1961/0377	Installation of a milk vending machine.	Approved – 31/05/1961
OLD/1964/0356	Erection of cold room & extension of covered way.	Approved – 28/07/1964
OLD/1965/0317	Proposed cold room, egg & butter store & extension to covered way.	Approved – 14/10/1965
OLD/1984/0612	Use for embroidery and dress manufacturing.	Approved – 17/01/1984
OLD/1985/0553	Change of use from offices and depot to funeral shop and administrative offices and construction of storage and workshop areas.	Approved – 15/04/1985
OLD/1985/0554	Listed building consent for alterations including relocation of partitions, external renovations and landscaping of front garden.	Approved – 22/10/1985
OLD/9999/0384	Proposed builders yard & offices.	Withdrawn
OLD/9999/2701	Display of externally illuminated sign.	No Decision
OLD/9999/2702	Display of externally illuminated fascia sign (Listed Building Consent).	No Decision

776 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1968/0326	Installation of illuminated pole sign and illuminated fascia sign.	Approved = 23/09/1968
OLD/1969/0326	Erection of building for use as dairy depot with ancillary offices.	Approved = 23/09/1969
OLD/1968/0345	Erection and use of a fascia sign on canopy.	Refused – 07/05/1968
OLD/1974/0552	Display of globe sign in existing space, specially mounted on flood light pole.	Approved = 08/03/1974
OLD/1974/0552	Installation of fire alarm and AC detector and fire/telephone cabinet in existing sale service petrol or filling station.	Approved = 22/07/1974
OLD/1974/0558	Display of open 24-hour sign to existing depot with ancillary offices and workshop; and the installation of a petrol service station.	Approved = 20/08/1974
OLD/1976/0467	Display of a set of white store enamelled metal letters at petrol service station.	Approved –

	1st floor level.	30/04/1976
OLD/9999/0385	Display of illuminated fascia sign on canopy.	Withdrawn
OLD/9999/2703	Display of internally illuminated advertisement signage including 5.8m high totem sign fascia and related signage.	No Decision
HGY/1989/1057	Alterations to existing petrol filling station including installation of new shop front to existing sales building and extension to existing canopy.	Approved – 21/12/1989
HGY/1993/1277	Display of internally illuminated advert signs and 4.1 metres high free standing sign and a 5.2 metres totem sign.	Approved – 25/01/1993
HGY/1994/1533	Display of internally illuminated signage, fascia signs and pole sign	Approved – 07/03/1995
HGY/1994/1542	Redevelopment of petrol filling station including new pumps, canopy, shop, car wash and jet wash, alterations to existing accesses.	Approved – 07/03/1995
HGY/1998/0152	Change of use of existing warehouse building to car repair workshop and garage, including MOT testing.	Approved – 14/04/1998
HGY/1998/1475	Installation of body shop facilities including spray booth.	Approved – 15/12/1998
HGY/2004/1591	Decommissioning of existing petrol filling station and change of use of existing kiosk to retail (A1).	Approved – 24/08/2004
HGY/2004/1607	Display of non-illuminated shop fascia and canopy-edge fascia signage.	Approved – 24/08/2004

782 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1986/0566	No. 782 + Rear of 1 Wingate Trading Estate. Use of existing void premises for North Tottenham Housing Area Office.	Approved – 14/02/1986
OLD/1986/0568	Use of vacant factory premises for North Tottenham Housing Area Offices.	Approved – 14/02/1986
HGY/2000/1641	Erection of a single storey rear extension with flat roof.	Approved – 27/12/2000

784 – 788 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/1996/1153	Erection of Inter-Phone payphone kiosk (Part 24 Determination)	Approved – 22/10/1996
HGY/2000/1226	Display of non-illuminated advertisement on 1st floor level of front elevation.	Refused, 24/10/2000
HGY/2002/0638	Erection of new 1000 mm high black iron fencing to front terrace area to divide terrace from High Road pavement.	Approved – 03/07/2002
HGY/2005/1795	Alterations to elevations including changes to fenestration and doors and provision of 1 x condenser unit.	Approved – 22/11/2005
HGY/2007/0573	London Alterations to elevations including changes to fenestration and doors and provision of 1 x condenser unit.	Approved – 08/05/2007

796 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/1998/1560	(Listed Building Consent). Internal alterations to convert building to form 5 self contained flats. Demolition of rear extensions. Re-instatement of rear elevation.	Approved – 14/09/1999
HGY/1998/1561	Conversion of existing premises to form 5 self contained flats. Construction of 3 x 2 bedroom mews units in place of garage / workshop to rear of premises.	Approved – 14/09/1999
HGY/2000/0151	Change of use and conversion of property into an hostel for the homeless.	Refused – 01/06/2000
HGY/2000/0152	Erection of 2 No live in/ work units (coach house) to rear of property.	Withdrawn – 15/02/2000
HGY/2000/0153	Removal of rear ground floor extension, internal alterations to form new bathrooms, kitchens, partitions, new doors, rear wall, new light wells external finishes of white painted render.	Refused – 01/06/2000
HGY/2000/0205	Listed Building Consent for works to create 2 no. live, work units in coach house rear yard of listed building.	Withdrawn – 19/07/2001
HGY/2000/0717	Approval Of Details pursuant to Conditions 5, 6, 9, 11 & 12 attached to planning permission HGY55878 regarding ductwork, plumbing on external faces, materials and finishes of windows, hard and soft landscaping, and dustbin enclosure also minor amendments to approved scheme.	Approved – 11/05/2001
HGY/2005/2243	Erection of 4 x 2 storey one bed live/work units.	Refused – 31/01/2006

806 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1983/0581	Use of part of ground floor as retail shop for the sale of books and stationery.	Approved – 15/02/1983
OLD/1983/0582	Use of part of ground floor as retail shop for the sale of books and stationery.	Approved – 15/02/1983
OLD/1988/0610	Change of use from existing light industrial to class 2A for use as an industrial employment agency.	Approved – 11/02/1988
OLD/1988/0611	Change of use from existing light industrial to class 2A for use as an industrial employment agency.	Approved – 11/02/1988
OLD/1988/0612	Change of use from storage to retail shop.	Approved – 13/09/1988
OLD/1988/0613	Change of use from storage to retail shop.	Approved – 13/09/1988
HGY/1989/1327	Change of use of ground floor from retail (A1) to financial services (A2).	Approved – 02/03/1990
HGY/1992/0022	Change of use of part of ground floor from office to minicab office.	Approved – 13/04/1992
HGY/1997/1774	Alterations to first and second floors. Formation of 4 x 1 bedroom self-contained flats on the first	Approved – 03/02/1998
HGY/2001/0356	Conversion of property into 4 x 1 bed houses with off street parking for 4 cars.	Refused – 24/04/2001

810 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
HGY/1992/0934	Demolition of two shop units to the front of the site. Demolition of rear wc extension. Opening up coach arch access. Restoration of building for offices (class A2 and B1).	Approved – 22/12/1992
HGY/1992/0936	Demolition of two shop units to the front of site. Demolition of rear wc extension. Opening up coach arch access. Restoration of building for offices (Class A2 and B1).	Approved – 22/12/1992
HGY/2007/0203	Alterations to front elevation of 810 and 812 High Road. Works to include demolition of the front single storey shop units, construction of boundary wall and railings and repaving of front courtyard. Restoration of original frontage, reconstruction of original dormer windows to front and rear and replacement of fenestration. Change of use to only residential.	Approved – 14/03/2007
HGY/2007/0204	Listed Building Consent for alterations to front elevation of 810 and 812 High Road. Works to include demolition of the front single storey shop units, construction of boundary wall and railings and repaving of front courtyard. Restoration of original frontage, reconstruction of original dormer windows to front and rear and replacement of fenestration. Change of use to only residential.	Approved – 14/03/2007
HGY/2008/0122	Listed Building Consent for change of use of property to residential units only, comprising 1 x 2 bed and 1 x 3 bed houses.	Approved – 21/02/2008
HGY/2008/0123	Change of use of property to residential units only, comprising 1 x 2 bed and 1 x 3 bed houses.	Approved – 21/02/2008
HGY/2009/0341	Approval Of Details pursuant to Condition 4 (Method	Approved –
	Statement), Condition 8a (Glazed Screen And Gates), Condition 8d (Railings / gates), Condition 8d (Paint Finishes) attached to planning permission reference HGY/2007/0203.	11/03/2009

810 – 812 High Road

Planning Application Reference Number	Proposal	Date/Type of Decision
OLD/1956/0296	Erection and use of two additional garages.	Approved – 04/01/1956
OLD/1958/0216	Rebuilding of shop destroyed by enemy action.	Approved – 08/07/1958
OLD/1959/0275	Rebuilding shop - (Details).	Approved – 09/03/1959
OLD/1967/0334	Erection of two garages.	Approved – 26/09/1967
OLD/1970/0441	Display of illuminated projecting box sign.	Approved – 10/04/1970
OLD/1970/0442	Display illuminated fascia sign.	Approved – 07/05/1970
OLD/1979/0858	Display of projecting sign.	Refused – 27/09/1979
OLD/1983/0584	Change of use of basement and ground floor to enlarge the adjoining branch of Barclays Bank and use of land to the rear for bank car park.	Approved – 07/03/1983

EQUALITIES IMPACT SCREENING ASSESSMENT

HARINGEY COUNCIL

EQUALITY IMPACT ASSESSMENT FORM



Service: Planning Regeneration & Economy

Directorate: Place & Sustainability

Title of Proposal: Tottenham Hotspurs 'Northern Development' Planning Application

Lead Officer (author of the proposal): Jeffrey Holt

Names of other Officers involved: Terry Knibbs

Statement of purpose

In making this proposal, we have been mindful of our public sector equality duty to have due regard to the need to:

- eliminate discrimination;
- advance equality of opportunity between different groups and;
- foster good relations between groups in Haringey.

In addition we are committed to ensuring that we promote social inclusion in all council services making sure that they address the needs of those vulnerable residents who rely most heavily on them. The most socially excluded residents predominantly have the protected characteristics defined in the Equality Act 2010.

The purpose of this assessment is to:

- a) Identify whether and to what extent this proposal: could produce disadvantage or enhance opportunity for any groups with the protected characteristic defined in the Equality Act 2010;
- b) Establish whether the potential disadvantage is significant enough to call for special measures to remove or reduce the disadvantage;
- c) Identify and set out the measures that will be taken to remove or reduce the disadvantage;
- d) Where mitigation measures are not possible, to set out and explain why;
- e) To ensure that Members are fully aware of the implications the proposal may have for the Council's public sector equality duty before they decide on the proposal.

Step 1 - Identify the aims of the Proposal

State:

a) What problems the proposal is intended to address

The 'proposal' is the planning application (ref: HGY/2011/2351) made by the Tottenham Hotspur Football Club (THFC) for housing, college health, centre and health club on 1.2ha of site on Park Lane, approximately where the existing stadium is.

The proposal is an amended version of a previously consented development ref: HGY/2010/1000 for housing and stadium-related office space as part of the NDP regeneration scheme. The amendments consists increase in dwelling units from 200 to 285, removal of office space and its replacement by health club, health centre and education uses. An EqIA screening assessment was undertaken during the consideration of that scheme and it was found that there no adverse or unequal impacts identified across each equality strand (as they were known) and that a full EqIA was not required.

This assessment will therefore only deal with the impact of the proposed amendments.

Problems intended to address.

The overall THFC scheme is a private venture intended to address private concerns of the club but with awareness of the potential benefits for the local community. The proposal seeks to provide

- Modern facilities for the club and spectators
- Poor public realm and connectivity around the site
- Lack of housing
- Insufficient retail opportunities
- Local socio-economic deprivation

The current application subject to this EqIA is for amended version of the food-store led element at the southern end of the NDP scheme and does not include the rest of the NDP site. In isolation, the scheme aims to address the poor financial viability of the overall THFC scheme development.

b) What effects it is intended to achieve

The likely effects of the scheme would be:

- Make the NDP scheme financially viable
- Provide housing
- Improve the urban environment
- Provide a community health and community facilities

c) Which group(s) it is intended to benefit and how

The proposal is intended to benefit the private interests of the club as well as benefit the local community by providing a source of employment, additional retail and improved public realm.

Step 2 - Consideration of available data, research and information

You should gather all relevant quantitative and qualitative data that will help you assess whether at presently, there are differential outcomes for the different equalities target groups – diverse ethnic groups, women, men, older people, young people, disabled people, gay men, lesbians and transgender people and faith groups. Identify where there are gaps in data and say how you plug these gaps.

In order to establish whether a group is experiencing disproportionate effects, you should relate the data for each group to its population size. The Haringey [Borough Profile of Protected Characteristics](#) (can be found on the Website) will help you to make comparisons against Haringey's population size.

2 a) Using data from equalities monitoring, recent surveys, research, consultation etc. are there group(s) in the community who:

- ***are significantly under/over represented in the use of the service, when compared to their population size?***
- ***have raised concerns about access to services or quality of services?***
- ***appear to be receiving differential outcomes in comparison to other groups?***

Profile

The Northumberland Park Ward has a relatively young and ethnically diverse population with over a quarter of residents being under 16 and just under half being under 30. The wider Tottenham area also has a younger age profile than Haringey and London.

Table 1. Demographic Summary (Census 2001)

Measure	Northumberland Park	Inner Impact Area	Wider Impact Area	London
Population				
Total Population	12,615	113,770	490,076	7,172, 091
BAME Residents				
Total	52% (6,616)	46% (52,163)	28% (137,046)	29% (2,068,888)
Mixed	5%	5%	4%	3%
Asian	6%	8%	7%	12%
Black	38%	29%	15%	11%
Other	3%	4%	2%	3%
Age Profile				
0-15	26% (3,300)	24% (27,486)	21% (102,402)	20% (1,448,236)
16-44	48%	49%	47%	47%
45-65	16%	17%	20%	20%
65+	9%	9%	12%	12%

At a local scale, the area has high levels of deprivation, particularly in terms of employment, with high unemployment and relatively low economic activity levels of residents. Of those residents not economically active, a lower proportion is retired at the local scales compared to the wider scales. There is a larger proportion of the workforce employed in process/elementary occupations at the local scale, and a lower proportion employed in management/professional occupations.

There are a high proportion of social tenure homes at local scales compared to wider scales, and a high proportion of flats. Overcrowding is also more prevalent at local scales in all homes, markedly so in private tenures with only a small difference in social tenures between scales.

In terms of recorded crimes, Metropolitan Police data indicate that crime levels in Northumberland Park are above London average in terms of all crimes, and are generally higher than at Inner and Wider Impact Area scales.

Haringey's Safer for All Strategy highlights the main areas for concern covered by the Safer Communities Partnership for the period 2008-2011. It notes that BAME communities are disproportionately affected by crime, and highlights that the highest concentrations of incidents tend to be located in either isolated places such as Alexandra Palace or in busy main shopping areas of Wood Green High Road, Tottenham High Road and Muswell Hill or in and around train stations such as White Hart Lane Station. Northumberland Park suffers from high levels of Theft from Person and Theft from Motor Vehicles.

Crime related to football matches equates to approximately 0.05 arrests per thousand supporters. Arrests have reduced since 2006/7 as part of a national trend

in which arrests in the last four years are the lowest since records began.

Overall, the area has a relatively young and ethnically diverse population which all suffers from high level of multiple deprivation. This results in young and BAME people being overrepresented in the population suffering from deprivation.

2 b) What factors (barriers) might account for this under/over representation?

Tottenham has historically had a large black and ethnic community since the 1950s. The decline in manufacturing over the past 30 years in the local area has left a legacy of high unemployment and low skills attainment.

2c) What other evidence or data will you need to support your conclusions and how do you propose to fill the gap?

The impacts of the development are general to the area and are targeted at specific groups as such. Consequently, the available statistics provide a useful demographic profile at a scale relevant to the likely impacts of the scheme.

2d) What barriers and factors might account for under/over representation?

See answer 2(d)

Step 3 - Assessment of Impact

Using the information you have gathered and analysed in step 2, you should assess whether and how the proposal you are putting forward will affect any of the existing barriers facing people who have any of the characteristics protected under the Equality Act 2010. State what actions you will take to address any potential negative effects your proposal may have on them.

3 a) How will your proposal affect existing barriers? (Please tick below as appropriate)

Increase barriers? Yes	Reduce barriers? Yes	No change?
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Comment (Whichever is applicable, explain why)

The impact of the wider consented scheme was considered to be mostly beneficial but with some negative effects. In very broad terms:

- will provide employment opportunities,
- displacement of jobs,
- work of the Tottenham Hotspur Foundation benefiting young people
- the provision of new homes,
- positive impact on deprivation and crime,
- positive impact of sport, open space, improved public realm and the connection of deprivation with health and levels physical activity
- mitigated impact on Religious Institutions/Faith groups
- improved Disabled access
- negative effects from construction including crime and access

Please see the previous screening assessment dated 22 September 2010 the full list of impacts.

In terms of the specific changes proposed under the current application, lack of affordable housing and the lack of larger housing units are considered to increase barriers to the local population, which has a relatively proportion of BAME residents.

3 b) What specific actions are you proposing in order to reduce the existing barriers and imbalances you have identified in Step 2?

Details of how imbalances are to be addressed are provided in the table of the 22 September 2010 assessment (reproduced at the end of this assessment)

The proposal for 1- and 2-bed dwellings for private market sale only is intended to support the financial viability of the scheme. Economic conditions have worsened since the original consent and without this enabling development, the whole scheme may not go ahead. Consequently, no specific measures are proposed. However, it should be noted that Northumberland Park ward has a high proportion of social rented housing and there is an imbalance between the east and west of the borough.

3 c) *If there are barriers that cannot be removed, what groups will be most affected and what Positive Actions are you proposing in order to reduce the adverse impact on those groups?*

The local population would be most affected by the lack of affordable housing in the scheme. Due to the financial considerations of the scheme, no mitigation measures beyond those of the Council's statutory housing duties can be put forward.

Step 4 - Consult on the proposal

Consultation is an essential part of an impact assessment. If there has been recent consultation which has highlighted the issues you have identified in Steps 2 and 3, use it to inform your assessment. If there has been no consultation relating to the issues, then you may have to carry out consultation to assist your assessment.

Make sure you reach all those who are likely to be affected by the proposal. Potentially these will be people who have some or all of the characteristics listed below and mentioned in the Equality Act 2010:

- Age
- Disability
- Gender Re-assignment
- Marriage and Civil Partnership
- Pregnancy and Maternity
- Race, Religion or Belief
- Sex (formerly Gender) and
- Sexual Orientation

Do not forget to give feedback to the people you have consulted, stating how you have responded to the issues and concerns they have raised.

4 a) *Who have you consulted on your proposal and what were the main issues and concerns from the consultation?*

The first application generated 915 responses which have been logged by the council and are available to view on the Planning website. 834 responses were supportive of the plans and 46 are in objection. The remaining numbers are made up of 22 neutral comments and 13 responses from groups and statutory consultees such as neighbouring authorities, the Greater London Authority and CABE. Both the Council's and THFC's own consultation was carried out with information on translations available. It is considered that because of the extent of the consultation that statistically speaking the consultation would have reached a proportionate number of people belonging to equality strands.

The current application was also subject to consultation. The Council has undertaken wide consultation as part of its statutory duty under Planning legislation. This includes statutory consultees, internal Council services, Ward Councillors, local residents and businesses. Residents of 6,596 properties were consulted. 6 Responses were received of which 4 were against and 2 in support.

Due to the number of people consulted it is considered that a representative number of people sharing protected characteristics were consulted.

4 b) How, in your proposal have you responded to the issues and concerns from consultation?

The consented scheme was informed by the extensive consultation undertaken by the applicant and council over its development. Please see the EqlA screening test of 22 September 2010.

In terms of this application, the objections were not about issues directly affecting any particular group sharing a protected characteristic. It is considered that the scheme anticipates and mitigates much of the concerns raised in the consultation. Please see the Officer's report for 13 February 2012 Planning Committee for a summary of consultation responses and the Council's response.

4 c) How have you informed the public and the people you consulted about the results of the consultation and what actions you are proposing in order to address the concerns raised?

As with the previous application, the consultation responses are published on the Council's website and included in the planning report. Each representation is responded to reported to 13 February 2012 Planning Committee. The planning report will also become public information.

Step 5 - Addressing Training

The equalities issues you have identified during the assessment and consultation may be new to you or your staff, which means you will need to raise awareness of them among your staff, which may even training. You should identify those issues and plan how and when you will raise them with your staff.

Do you envisage the need to train staff or raise awareness of the equalities issues arising from any aspects of your proposal and as a result of the impact assessment, and if so, what plans have you made?

Not applicable in that the decision to be taken by the Council is a one off decision on an individual planning application the development proposal is not to be delivered by Haringey council. It is important that all officers and members of the Council are aware of the Council's equalities issues and that planning officers and the planning committee are familiar with the impacts that planning decisions can have on equality strands. The Council's Equalities Team have an officer assigned to support the officers and the Council in this regard. Furthermore, it is believed the proposal will not change the delivery of any Haringey services significantly enough to lead to changes in service patterns or methods of delivery.

Step 6 - Monitoring Arrangements

If the proposal is adopted, there is a legal duty to monitor and publish its actual effects on people. Monitoring should cover all the protected characteristics detailed in Step 4 above. The purpose of equalities monitoring is to see how the proposal is working in practice and to identify if and where it is producing disproportionate adverse effects and to take steps to address those effects. You should use the Council's equal opportunities monitoring form which can be downloaded from Harinet. Generally, equalities monitoring data should be gathered, analysed and report quarterly, in the first instance to your DMT and then to the Corporate Equalities Board.

What arrangements do you have or will put in place to monitor, report, publish and disseminate information on how your proposal is working and whether or not it is producing the intended equalities outcomes?

Following the conclusion of the consultation concurrent with the carrying out of this assessment (and the many other assessments being made), the planning application will be decided by Planning Committee. It is up to planning committee to decide whether or not to approve the application based on their assessment of the merits of the proposals and informed by the planning case officer's report, this and numerous other assessments and consultation contributions. The deliberations and decisions of planning committee are open to the public, the agenda is published beforehand, it is regularly reported in the press and its decisions, video feed and minutes are published on Haringey's public website afterwards. This will allow considerable public monitoring of the decision process. The application has already attracted considerable local and national press interest and this is expected to continue.

The usual arrangements for monitoring planning approvals following the decision being made (if that is what is granted) are outlined below.

- *Who will be responsible for monitoring?*

The Planning Policy Team and Service Development Team include officers responsible for the Annual Monitoring Report, which includes monitoring of and gathering statistics of Planning Permissions. The Strategic Sites Team is responsible for implementation of Section 106 Agreements. Planning Enforcement is responsible for ensuring compliance with planning permissions and conditions attached thereto. Planning enforcement normally relies on reporting by the general public of deviations from planning permissions but has agreed service standards for how they will respond.

- *What indicators and targets will be used to monitor and evaluate the effectiveness of the policy/service/function and its equalities impact?*

The basic statistics on planning applications in the Annual Monitoring Report are not appropriate or relevant for monitoring this application alone; it a unique application in no way typical (being considerably bigger than any previous application) and in any case one application would never be expected to be typical.

However, implementation of the application scheme would contribute to many of the other goals in the AMR such as housing and business development. But specific equalities related outcomes are not habitually monitored in ways relevant to this application at present.

- *Are there monitoring procedures already in place which will generate this information?*

The Planning service will follow the established procedures used for the Annual Monitoring Report. It is reasonable to assume the project will continue to attract considerable local and national press interest.

- *Where will this information be reported and how often?*

The Annual Monitoring Report is published on our website and available on paper for those who require. It is reasonable to assume the project will continue to attract considerable local and national press interest.

Step 7 - Summarise impacts identified

The Table below summarises the impacts of to the wider NDP scheme. No further actions are proposed due to the minor nature of the changes to the consented scheme.

In the table below, summarise for each diversity strand the impacts you have identified in your assessment

Age	Disability	Ethnicity	Gender	Religion or Belief	Sexual Orientation
<ul style="list-style-type: none"> • New housing may not be suitable for elderly. • Large crowds attracted will make public realm intimidating before and after events. • Greater crowding of public transport. • Greater difficulties of parking for visitors due to match day parking controls. 	<ul style="list-style-type: none"> • Large crowds attracted will make public realm intimidating before and after events. • Greater crowding of public transport. • Greater difficulties of parking for visitors due to match day parking controls. 	<ul style="list-style-type: none"> • Business relocation disproportionately affecting businesses that are BME owned, run and catering for. • Competition from large & new retail unit(s) disproportionately affecting businesses that are BME owned, run and catering for. • Large crowds attracted will make public realm intimidating before and after events. 	<ul style="list-style-type: none"> • New housing may not be suitable for families. • Large crowds attracted will make public realm intimidating before and after events. • Greater crowding of public transport. • Greater difficulties of parking for visitors due to match day parking controls. 	<ul style="list-style-type: none"> • Large crowds attracted will make public realm intimidating before and after events. • Business relocation disproportionately affecting businesses that are minority faith group owned, run and catering for. • Competition from large & new retail unit(s) disproportionately affecting businesses that are minority faith group owned, run and catering for. 	<ul style="list-style-type: none"> • Large crowds attracted will make public realm intimidating before and after events.

Step 8 - Summarise the actions to be implemented

The Table below summarises the actions in response to the wider NDP scheme. No further actions are proposed due to the minor nature of the changes to the consented scheme.

Issue	Action required	Lead person	Timescale	Resource implications
Business relocation causing disruption to those businesses; many black & minority ethnic and/or minority faith group owned, run by or targeted at black & minority ethnic and/or minority faith groups.	Applicant led relocation strategy to assist business relocation. Needs to be monitored by Haringey Council.	Applicants; monitoring by Physical Regeneration team.	current	For applicant unknown & not our concern. For Physical Regeneration team; minor monitoring and advisory.
Competition for large retail unit to existing small neighbouring retail and catering businesses; many black & minority ethnic and/or minority faith group owned, run by or targeted at black & minority ethnic and/or minority faith groups.	Applicant led relocation strategy to assist business relocation. Applicant commitment to accommodate and encourage local businesses and small owner operated businesses (existing and new) in retail and business premises created. Needs to be monitored by Haringey Council;	Applicants; monitoring by Physical Regeneration team.	current	For applicant unknown & not our concern. For Physical Regeneration team; minor monitoring and advisory.
Housing that may fail to meet local housing need; particularly	Housing must be designed to meet housing need in accommodation mix (size	Applicants or their chosen housing providers / developers. Haringey	Unknown; not for 2/3 years.	For applicant unknown & not our concern. For Planning Development

Issue	Action required	Lead person	Timescale	Resource implications
elderly suitable housing and larger housing units suitable for families (which would disproportionately affect women).	and affordability) and proportion of disabled suitable homes; to come at reserved matters application as housing is currently only outline. The outline housing mix does comply with the Housing SPD 2008.	planning officers will then need to process applications for reserved matters approval.		Management Officers; standard role (to some extent funded by application fees).
Increased presence of large crowds in the area; an intimidating factor for many elderly people, children, and possibly gay, different ethnic and different religious groups subject to hostility.	1. Careful design of public space. 2. Public order controls and local area management plan which will be included as a S106 obligation.	1. Planning officers. 2. Metropolitan Police and/or club stewards.	1. Current. 2. On completion (& ongoing).	1. Currently accommodated. 2. Considerable but mostly paid for by club / event organisers.
Greater overcrowding of local public transport before and after matches and events (due to greater stadium capacity) and generally (due to increased retail and tourism attraction) disadvantaging local people particularly	Careful management of public transport and commitment to seeking to implement future improvements wherever possible. This will include public realm improvements, upgrades to rail and underground stations, transport plans, and bus improvements.	Public transport providers and supported through the S106 agreement	Ongoing	Unknown

Issue	Action required	Lead person	Timescale	Resource implications
reliant on public transport, affecting many equalities strands.				
Greater difficulties parking for visitors due to increased match day parking controls affecting disadvantaged groups reliant on other people's cars for much of their transport such as the elderly and those with physical disabilities.	Provision of visitors permits and assisted transport for those that live in the vicinity. Blue Badge owners are able to park within CPZ without any additional permits which should assist those that are permanent and substantial physical disabilities.	Haringey Council	Ongoing	Minor additional burden on significant existing local service

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Step 9 - Publication and sign off

There is a legal duty to publish the results of impact assessments. The reason is not simply to comply with the law but also to make the whole process and its outcome transparent and have a wider community ownership. You should summarise the results of the assessment and intended actions and publish them. You should consider in what formats you will publish in order to ensure that you reach all sections of the community.

When and where do you intend to publish the results of your assessment, and in what formats?

This assessment will be attached as appendix to the planning committee report and made available on the Council's planning website.

Assessed by (Author of the proposal):

Name: Jeffrey Holt
Designation: Planning Officer
Signature:
Date: 02 February 2012

Quality checked by (Policy, Equalities and Partnerships Team):

Name:
Designation:
Signature:
Date:

Sign off by Directorate Management Team:

Name:
Designation:

Signature:

Date:

GLA STAGE 1 REPORT

planning report PDU/2292b & 2292c/01

January 2012

Northumberland Development Project, Tottenham

in the London Borough of Haringey

planning application nos. HGY/2011/2350 & HGY/2011/2351

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008

The two planning applications seek to revise the additional developments associated with a consented scheme for a redevelopment and replacement of Tottenham Hotspur Football Stadium and its surroundings. The proposals relate to the north and south sides of the proposed stadium; and are summarised as follows:

- A **detailed** application for demolition of buildings off Northumberland Park and the development of a retail foodstore, together with educational uses, stadium-related uses, showroom/brand centre and associated facilities including car parking, the construction of new and altered vehicle and pedestrian accesses, private open spaces, landscaping and related works.
- An **outline** application for demolition and redevelopment of buildings off Park Lane to provide housing, a college, health centre and health club, together with associated private and public open space and related works, including alterations to the footways, roads and vehicular accesses; with details of appearance, scale and landscaping reserved for future consideration.

(insert name, bold)

(insert issues; typically, a short paragraph here saying what is acceptable, and listing the outstanding issues, with significant words picked out in bold)

Recommendation (select either A, B, C or D)(A) compliance; without additional comments **(B) compliance, with additional comments (C) non-compliance, without suggested remedies (D) non-compliance, with suggested remedies**

(insert name of local planning authority)(insert relevant paragraph number from the Conclusion) (insert relevant paragraph number from the Conclusion)

Context

1 On 4 January 2012, the Mayor of London received documents from Haringey Council notifying him of two planning applications of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 14 February 2012 to provide the Council with a statement setting out whether he considers that the applications comply with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The applications are referable under Categories 1A,1B,1C and 3F of the Schedule to the Order 2008:

1A- *“Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats”*

1B- *“Development (other than development which only comprises the provision of houses, flats or houses and flats) which comprises or includes the erection of a buildings or buildings....outside Central London and with a total floorspace of more than 15,000 sq.m.”*

1C- *“Development which comprises or includes the erection of a building....more than 30 metres high and is outside the City of London”*

3F- *“Development for a use, other than a residential use, which includes the provision of more than 200 car parking spaces in connection with that use”*

3 Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 has been taken into account in the consideration of this case.

5 The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

6 The approved masterplan encompasses approximately 11.5 hectares of land bounded on its north side by Northumberland Park; and on the south side by Park Lane. On the west, the existing stadium is setback and separated from the A1010 Tottenham High Road by a stadium car park, whilst the eastern boundary abuts Worcester Avenue. Paxton Road traverses the middle portion of the site, along the northern edge of the existing stadium, providing a link between High Road on the west and Worcester Avenue on the east.

7 The current applications relate to a 'northern development' on the former N17 Studios/Wingate Trading Estate, which is typified by old, mostly vacant and derelict industrial buildings, situated between the northern edge of the proposed stadium and the southern edge of Northumberland Park ; and a 'southern development' situated between the southern edge of the proposed stadium and Park Lane. A location map of the site and its surrounding is provided below:

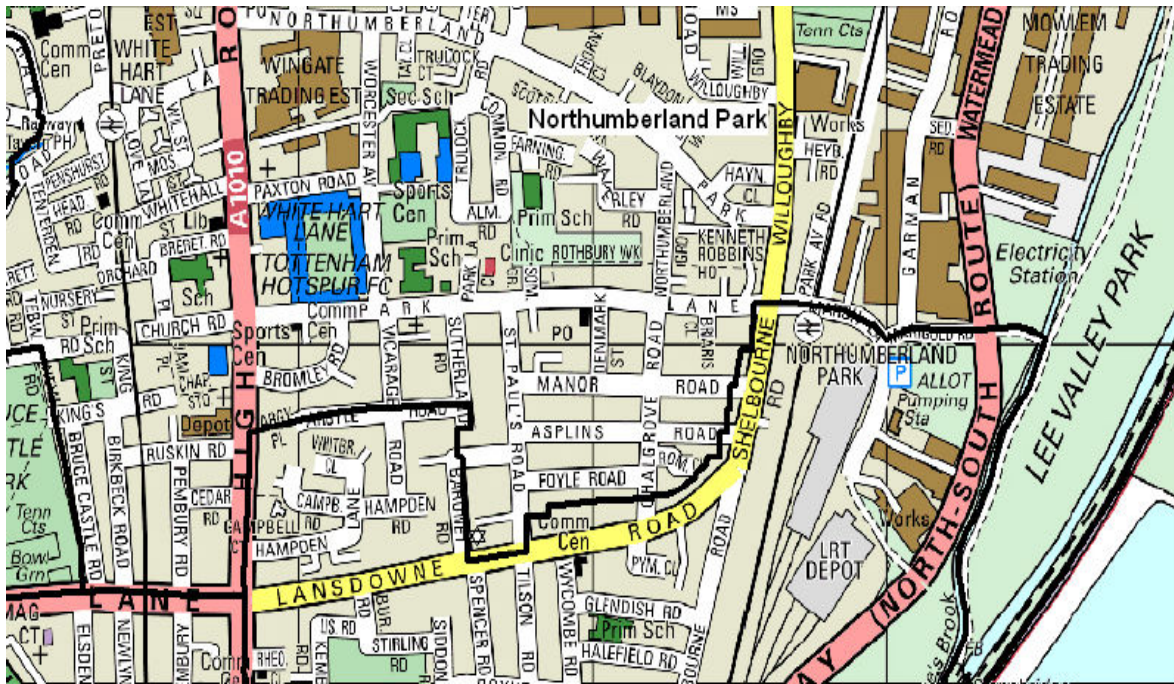


Fig.1 Location map of the application site. (Source: Haringey Council's Ward Profiles).

8 Whilst the High Road is part of the strategic road network (SRN), the nearest part of the Transport for London Road Network (TLRN) is the A10 at Bruce Grove. In addition the site is about 1km south of the A406/Fore Street junction which is also part of the TLRN. There are ten bus routes serving this area with bus stops on the High Road and on Northumberland Park. White Hart Lane station is approximately 200m to the west and provides access to services on the Seven Sisters branch of the Lea Valley Line. Northumberland Park station is approximately 600m to the east and provides access to services on the Tottenham Hale branch of the Lea Valley line. The nearest underground station is Tottenham Hale on the Victoria Line, approximately 2.2 km to the south east. Although Seven Sisters is actually further away, at 2.3m to the south, it is however perceived as being more accessible to this area given the short bus interchange on Tottenham High Road and the direct walking route. The overall site records a Public Transport Accessibility Level of (PTAL) of 4 on a scale of 1 to 6, where 6 is classed as excellent.

Details of the proposal

9 The Northumberland Development Project represents a massive inward investment designed to transform the heart of Tottenham and kick-start the regeneration of one of the most deprived areas of London and a focal point of the summer riots of 2011.

10 The latest applications seek to revise the landmark development proposals last seen by the Mayor in November 2010 and for which a part detailed and part outline planning permission was issued by Haringey Council in September 2011.

11 As with the approved proposals, the development can be analysed as three distinct but closely interlinked phases i.e. the northern development, the stadium redevelopment and the southern development. The submitted applications retain the proposed 56,250-seater football stadium as approved and relate to the northern and southern developments only:

The northern development

12 A revised detailed application is made to extend the third floor and create a fourth floor over the approved single, predominantly retail/foodstore complex to be sited on the northern portion of the masterplan area.

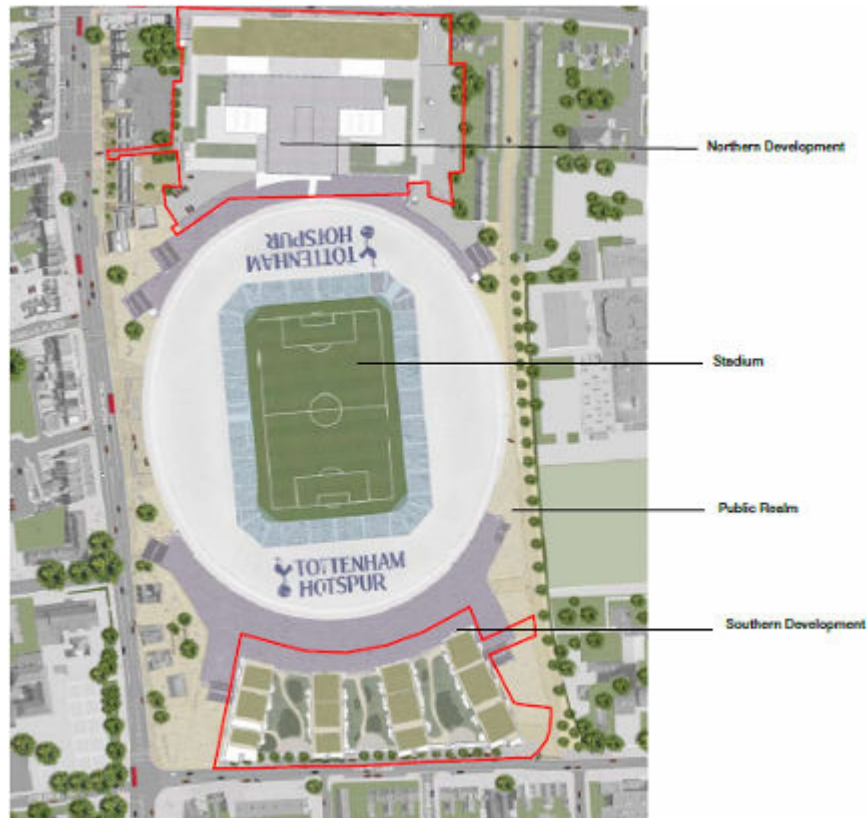


Fig.2: Site plan with application sites edged in bold. Source: Applicant's Design & Access Statement (Dec. 2011).

Approved:

13 The approved building comprises a 22,009 sq.m. (gross external area) supermarket on two floors, of which the ground level would be allocated to provide 401 car parking spaces, a customer cafe/restaurant, entrance lobby and escalators to the first floor. The first floor is allocated to sales, and ancillary space; including a net sales area of 7,201sq.m. The second floor would provide 8,517sq.m. of club-related office and hospitality space ancillary to the stadium; whilst the third floor includes a 2,602 sq.m. 'Sky Bar' linked to the main stadium by a sheltered walkway.

14 Vehicular access would be retained from Northumberland Park and also from the A1010 High Road, Tottenham. A separate service access would be available from Northumberland Park.

Proposed:

15 The current proposal is to add a 1,360 sq.m. extension to the approved third floor a further comprising and create of a 3,055 sq.m. fourth floor; resulting in a total addition of 4,415 sq.m. to the 'northern development'.

16 The additional floorspace is intended to meet the football club and commercial operator's requirement for more accommodation within the Northumberland Park Project and is likely to be occupied by educational, stadium-related and showroom/brand users; although the proportion to be allocated to each use cannot be determined at this stage.

17 To summarise, the northern development would deliver a revised building to provide:

- A foodstore, with gross internal area of 23,470 sq.m. and comprising 12,229 sq.m. at ground floor and 11,250 sq.m. at first floor).
- A second floor of 5,666 sq.m. (GIA) for stadium-related or showroom/'brand' centre use.
- A third floor of 3,238 sq.m. (GIA) for educational use or stadium-related use.
- A fourth floor of 3,055 sq.m.(GIA) for stadium-related use.

The southern development

18 A further outline application has also been submitted for permission to revise the outline proposals approved for the southern portion of the masterplan area. Like the preceding proposals, determination is sought at this stage for the layout and means of access to the development; with all other matters reserved for future consideration.

Approved

19 Outline permission was granted for up to 200 (one, two, three and four-bedroom) homes and a 150-room hotel, sited on an extensive podium in the area between the southern facade of the stadium and Park Lane. Although the appearance and scale of the housing were reserved for future consideration, it was indicatively submitted as a single, crescent-shaped building, 23-36m in height, with east-west orientation and some 733 sq.m. of office space for the Tottenham Foundation on its ground floor. The hotel had a triangular footprint and was sited to the east of the residential block, close to the adjoining Worcester Avenue. A Club museum and shop were proposed beneath the podium plaza. The car parking provision comprised 121 residential spaces and 40 spaces for the hotel.

Proposed:

20 The current proposals are to replace the crescent-shaped residential building with four separate blocks orientated in a north to south direction to provide 285 rather than 200 new homes. The replacement buildings would incorporate college, health centre and health club uses on the lower floors, to be aligned with the proposed podium along Park Lane.

21 The ground floor office for the Tottenham Foundation would be relocated to the revised northern development, but the club museum and shop would be retained in its original position.

22 To summarise, the revised southern development proposals exclude the original 150-room hotel and replaces the single, crescent-shaped residential block of 200 homes with 285 one and two-bedroom homes in four blocks, with integrated college, health centre and health club uses on its lower floors.

Case history

23 A series of pre-application meetings between the applicant's representatives, Haringey Council, TfL and the GLA, together with a presentation to the Mayor and Deputy Mayor, took place between November 2008 and June 2009. An officers' pre-application advice note on the proposals was issued on 12 June 2009.

24 In December 2009, the Deputy Mayor and Chief of Staff, acting under delegated authority, considered a referral from Haringey Council, of a planning application (PDU/2292/01) for the

demolition of the existing stadium and other buildings, and a mixed-use redevelopment of the site to provide a new 56,250 capacity stadium, 434 residential units, a food store, a hotel, a club shop, a museum, offices, new public realm and other associated works.

25 The Mayor agreed with his officers' conclusion that, on balance, the proposals did not comply with the policies of his London Plan, and that the following issues needed to be addressed to ensure compliance with the strategic planning policies:

- Transport matters raised by TfL in (paragraphs 72-116) of his officers' planning report.
- A financial assessment to justify the amount and tenure of affordable housing and if necessary, changes to the provision.
- Concern over the demolition of some locally listed buildings.
- Possible changes to the residential mix.
- Space standards within the new residential units.
- The provision and quality of children's play space.
- Alterations to the design of the supermarket.
- Additional information in relation to access/equal opportunities as set out in (paragraphs 159-175 of) the initial report to the Mayor.
- Additional information in relation to climate change mitigation and adaptation as set out (in paragraphs 176-200 of) the initial report to the Mayor.

26 On 4 June 2010, revised hybrid (part detailed and part outline) application for the demolition and comprehensive mixed-use redevelopment to provide a 56,250-seater football stadium, retail uses, including a supermarket (with net retail area of 7,201 sq.m.); a 150-room hotel, a museum, offices and 200 residential units. Associated facilities, included the construction of new and altered roads, footways, public and private open spaces, landscaping and related works; with details of the 'external appearance' and 'scale' of the proposed residential and hotel buildings reserved for future consideration.

27 On 7 July 2010, the Deputy Mayor considered a report (PDU/2292a/01) on the revised proposals and responded that, with the exception of transport issues, the development could be supported in principle, but that the following issues would need to be addressed to ensure full compliance with policies of the London Plan: the transport implications; the location and quantum of children's play space; inclusive design and access; the energy provisions of the scheme and air quality.

28 On 25 November 2010, the Mayor reviewed subsequent revisions (PDU/2292a/02) to resolve the outstanding strategic issues and concluded that he was content to allow Haringey Council to determine the application in accordance with its resolution of 30 September 2010 to grant permission for the development, subject to the satisfactory completion of a legal agreement.

29 The Council's notice of planning permission was issued in September 2011.

Strategic planning issues and relevant policies and guidance

30 The relevant issues and corresponding policies are as follows:

- Mix of uses *London Plan*

- Regeneration/economic development
London Plan; the Mayor's Economic Development Strategy; Employment Action Plan
- Employment
London Plan; PPS4; Industrial Capacity SPG
- Retail/town centre uses
London Plan; PPG13, PPS4
- Health
London Plan
- Education
London Plan; Policy Statement August 2011
- Housing
London Plan; PPS3; Housing SPG; Providing for Children and Young People's Play and Informal Recreation SPG, Housing Strategy; Assembly draft Revised Housing Strategy; Interim Housing SPG; Housing SPG EiP draft
- Density
London Plan; PPS3; Housing SPG; Interim Housing SPG; Housing SPG EiP draft
- Affordable housing
London Plan; PPS3; Housing SPG, Housing Strategy; Assembly draft Revised Housing Strategy; Interim Housing SPG; Housing SPG EiP draft; Affordable Rent draft SPG; Assembly draft Early Minor Alteration to the London Plan
- Urban design
London Plan; PPS1
- Tall buildings/views
London Plan; RPG3A, Revised View Management Framework SPG; revised draft View Management Framework
- Access
London Plan; PPS1; Accessible London: achieving an inclusive environment SPG; Planning and Access for Disabled People: a good practice guide (ODPM)
- Transport/parking
London Plan; the Mayor's Transport Strategy; PPG13; Mayoral Community Infrastructure Levy;
- Sustainable development
London Plan; PPS1, PPS1 supplement; PPS3; PPG13; PPS22; draft PPS Planning for a Low Carbon Future in a Changing Climate; Mayor's Climate Change Mitigation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy; Sustainable Design and Construction SPG
- Equal opportunities
London Plan; Planning for Equality and Diversity in Meeting the spatial needs of London's diverse communities SPG; Diversity and Equality in Planning: A good practice guide (ODPM); Equalities Act 2010
- Air quality
London Plan; Assembly draft Early Minor Alteration to the London Plan; the Mayor's Air Quality Strategy; PPS23

31 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the 2006 Haringey Unitary Development Plan (Saved Policies Version, July 2009), and the 2011 London Plan.

32 The following are material planning considerations:

- Haringey Core Strategy ('A New Plan for Haringey 2011-2026') Submission DPD and Proposals Map (Revised consultations, September 2011); which are subject of an ongoing Examination in Public.
- Site Allocations Development Plan Document (10 May- 21 June 2010 consultation document).
- Development Management Development Plan Document (10 May- 21 June 2010 consultation document).

- The Tottenham Draft Planning and Regeneration Vision and Key Objectives, July 2011.
- The Consultation Draft Upper Lee Valley Opportunity Area Planning Framework, (GLA November 2011).
- Early Minor Alteration to the London Plan

Regeneration and the revised mix of uses

33 In policy terms, the borough UDP and emerging Core Strategy DPD affirm Tottenham High Road as a strategic area for regeneration and support the allocation of most of the masterplan site for a stadium-led mixed-use development including some housing. The principle of development for the proposed uses is, therefore, established by the development plan policy and the granting of planning permission for those uses in September 2011.

34 Whilst the application site has no specific land use designation in the London Plan, it falls within the 3,884-hectare Upper Lee Valley (including Tottenham Hale), which policy 2.13 and map 2.4 identify as an 'Opportunity Area', with significant capacity to accommodate new housing, commercial and other development, linked to existing or potential improvements to public transport accessibility. Despite the vibrancy and diversity of Tottenham, the site lies within the 20% most deprived 'Lower Super Output Areas' identified in map 2.5 of the London Plan¹ and is therefore identified as a regeneration area, to which policy 2.14 is applicable. The latter affirms the Mayor's commitment to address social exclusion across London and to tackling spatial concentrations of deprivation.

35 Northumberland Park Ward, within which the site is situated, ranks on all national indices of multiple deprivation (employment, income, housing, health, education, crime etc), as one of the most disadvantaged areas of London and England & Wales as a whole. All eight 'super output areas' in Northumberland Park fall into the 5 to 10% most deprived in the country². Current housing tenure is predominantly Council and other social rented property, including large estates such as Northumberland Park; and Northumberland Park Ward has the highest level of unemployment in London, with corresponding higher levels of benefit (e.g. jobseeker's allowance, employment and support allowance) take-up than the averages for Haringey, London and England & Wales³.

36 The redevelopment of the Tottenham Hotspur football stadium and associated proposals, including a major retail superstore is identified as one of the key drivers for regeneration of the area. The Club is one of Haringey's largest businesses and its most significant visitor attraction. The area in which it is set has, however, suffered a long and persistent period of decline to become an area of high unemployment and deprivation, with a subsequently poor local environment. Parts of the area experienced unrest and physical damage during the summer 2011 disturbances in London and is, therefore, a focus of plans and actions to regenerate and revitalise Tottenham.

37 In this context, it is vital that proposals to revise the Northumberland Development Project should enhance, rather than detract from, its potential for regeneration; particularly in employment, housing and environmental improvements.

38 With respect to the northern development, the overall dimensions and net sales area of the proposed anchor store remain unchanged from the approved development. The store is, therefore,

¹ Source: DCLG and Local Government Office of National Statistics Lower Super Output Boundaries.

² Source: 2010 Indices of Deprivation (Northumberland Ward Profile).

³ Source: 2010 Department of Works and Pensions (Northumberland Ward Profile).

unlikely to generate any additional jobs as a direct result of the current revisions. The upper floors are, however, designed to be flexible enough to allow a range of users to occupy the space, to supplement the consented uses and enhance the commercial and business opportunities within the development. The additional 4,415 sq.m. of floorspace proposed on the upper (third and fourth) floors of the scheme respond to the operational requirements of the new stadium and is intended to cater for potential education, commercial and business tenants. It is, therefore, likely to increase the level of employment generated on the northern site; however, part of that increase would be offset by a relocation of 733 sq.m. of office space originally contained in the southern development

39 The southern development seeks to compensate for the rather regrettable loss of an approved 150-room hotel by increasing the number of residential units from 200 to 285, providing a 2,400 sq.m. health club (use class D2) and 12,600 sq.m. of space for educational or health centre (class D1) use. It has not been possible to identify a future occupier or operator for these speculative developments at this stage of an outline application. The applicant has stated that it may be a public sector or quasi-public sector user, or commercial user or the Club's own Foundation. The latter is a registered charity that uses sports and football in particular to improve the quality of life of young, disadvantaged people in the local community. It runs specialist programmes to tackle key social issues, such as improving achievement in education, building community cohesion, promoting healthy lifestyles and supporting people with disabilities.

40 Space is retained on the southern site for a hotel development in the future, but it is not included within the current outline proposals. Apart from 85 additional homes, it is difficult to assess the quantitative improvement, if any, that the latest revisions would bring in terms of increased employment; compared to the 'loss' of a 150-room hotel, where a range of (professional/managerial to unskilled manual) job opportunities would be offered.

41 Nonetheless, the qualitative benefits of accommodating the activities of the Tottenham Hotspur Foundation, an educational college or a health centre, creates the potential to make a significant and positive contribution to the severely deprived locality of the stadium and its wider environs. In these respects, the revised proposals are consistent with the strategic objectives of London Plan policy and, therefore, acceptable.

Loss of industrial land and employment

42 The site for the northern development was originally allocated in the Haringey UDP as a Defined Employment Area, earmarked for the protection of employment-generating uses. The vast majority (90%) of the old industrial units have, however, been demolished and some 70% the tenants relocated within two miles of the site, or elsewhere within the Tottenham area under a strategy agreed between Haringey Council and Tottenham Hotspur Football Club.

43 As such, there is little or no industrial employment to be lost from the site or the area. The current proposals are expected to deliver sufficient, albeit non-industrial, employment to outweigh any loss of jobs and opportunities from the site.

Retail development/the impact on local town centres

44 The proposed foodstore would be situated on the edge of the rather ill-defined Bruce Grove/Tottenham High Road (district) town centre, as indicated in Annex 2 (table A2) of the London Plan; however, the linear and almost continuous parade of retail and other town centre uses along that stretch justifies its loose description as a part of the town centre in various sections of Haringey's local development plan.

45 The principle of a major retail development of the site has, however, been accepted by the granting of planning permission for the stadium and Northumberland Development Project as a whole. The approved details of the store remain essentially unchanged as a result of the proposed revisions. The store would be provided on two levels, the lower of which would provide 401 parking spaces and some small cafe-sized units; and the net retail trading space would remain at 7,201 sq.m. on the upper level. Thus, the key issue to consider is whether any material changes have occurred within the town centre, by way of recently available large sites, or the arrival of an alternative major retail operator in the area since planning permission was granted, to affect the likely impact of the proposed store on existing local centres.

46 The Council's 2008 Retail Study, commissioned to provide the evidence base for its local development framework, identified a need for additional retail floorspace within the borough and established that residents in the vicinity of the application site travelled further afield for their main weekly food shopping, with no large supermarkets or food superstores in the locality except a Sainsbury store located north-west of the site, close to the borough boundary, and three small food stores in Bruce Grove to the south. One of those three, vacated by Somerfield, has been occupied by Asda Stores since permission was granted for the store proposed on Northumberland Park. Despite the potential for a qualitative improvement in its retail offer, the Asda store is restricted in size and subsequent impact.

47 The ultimate test of continued appropriateness for the proposed foodstore is provided by PPS4 '*Planning for Sustainable Economic Growth*'; which aim to encourage sustainable economic development. On that basis, the retail proposal can be justified on grounds that:

- It is easily accessible in terms of public transport and the potential for linked trips by surrounding residents without access to a car to travel further afield.
- It would fulfil an established need for an anchor foodstore in that area of Tottenham.
- It fulfils the sequential location test by reason of its position on the edge of an established district centre and the lack of an alternative, suitable and available site within the existing centres.
- It would support the regeneration objectives of the locality with the creation of 430 jobs (or a net equivalent of 370 jobs).
- It is unlikely to impact adversely on the vitality and viability of other town centres in the relevant catchment area.

48 From a strategic planning perspective, the retail proposal is also supported by policies 2.15 (*Town Centres*), 4.7 (*Retail and town centre development*) and 4.8 (*Supporting a successful and diverse retail sector*) of the London Plan.

Housing issues

Targets

49 London Plan policy 3.3 (*Increasing housing supply*) affirms the Mayor's determination to work with relevant partners to increase London's housing supply by an average 32,210 net additional homes to meet the need identified in the plan, enhance the environment, improve housing choice and affordability, and to provide better quality accommodation for Londoners. To achieve that figure, the London Plan has set an annual target of 820 new homes in Haringey for the ten-year period from 2011 to 2021.

50 The provision of 285 new dwellings within the Northumberland Development represents almost 35% of a year's annual target and an increase in the number of units for which planning permission has been granted. The provision is, however, less impressive when measured in habitable rooms, given that it consists exclusively of one and two bedroom units, with none of the three and four bedroom units originally approved.

Density

51 The southern site area is given in the design and access statement as 1.2 hectares; the combined maximum college, health club, health centre and offices as 15,000 sq.m. in a vertical mixed-use scheme; and 285 new homes, with gross internal area totalling 19,400 sq.m.

52 The figures produce a high residential density of 421 units per hectare, which exceeds the maximum 260 units per hectare indicated in the London Plan density matrix for a site in an urban setting with a public transport accessibility of four. However, that density would be achieved by high-rise development against a backdrop of a stadium approximately 50 metres at its highest and a spread of the units over four well-separated blocks rather than one.

53 Given the existing reasonable and potential improvements in public transport accessibility, the proposed density would help optimise the housing output on part of an extensive brownfield site, in line with the objectives of London Plan policies 3.3 and 3.4 and is therefore acceptable.

Housing quality

54 London Plan Policy 3.5 promotes quality in new housing provision and sets out minimum space standards at Table 3.3. The Mayor will produce a new Housing SPG (a draft of which was put before the London Plan EIP), on the implementation of Policy 3.5 for all housing tenures, drawing on his London Housing Design Guide; paragraphs 3.37–3.39 provide further guidance on indicators of quality that the proposed SPG will cover.

55 The residential development comprises one and two bedroom units only. Whilst the application is submitted in outline form only, it indicates in the accompanying planning statement that the units are designed to be capable of meeting the London Plan standards of 37 or 50 sq.m. for a one-bedroom apartment and 61 or 70 sq.m. for a two bedroom apartment, depending on the future occupancy.

56 The proposal to reconfigure the residential development from a single, east-west oriented building to a north-south, or radial relationship with the proposed stadium, is intended to eliminate north-facing units and maximise sunlight penetration into the dwellings. This is especially welcomed.

Housing choice

57 London Plan Policy 3.8 and the associated supplementary planning guidance promote housing choice and seek a balanced mix of unit sizes in new developments. The London Housing Strategy sets out strategic housing requirements and policy 1.1C of the Strategy includes a target for 42% of social rented homes to have three or more bedrooms.

58 In its revised form, the lack of any three or more bedroom units for social renting or open market sale is contrary to the London Plan. The applicant explains in the accompanying planning statement that whilst the proposals are submitted in outline at this stage, it was noted during the Council's consideration of the approved scheme that the proximity of residential development to the stadium was not particularly well-suited to family living and that the issue would need to be assessed and negotiated between the Club, Haringey Council and the GLA.

59 It is pertinent to note, however, that there are several family homes in close proximity of the existing stadium, including a series of terraced houses and a four-storey block of flats (Concord House), which face the south stand of the stadium on the opposite side of Park Lane.

Affordable housing

60 London Plan Policy 3.12 requires borough councils to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes. In doing so each council should have regard to its own overall target for the amount of affordable housing provision. This target should take account of the requirements of London Plan Policy 3.11, which include the strategic target that 60% of new affordable housing should be for social rent and 40% for intermediate rent or sale. The Mayor has published an early minor alteration to the London Plan to address the introduction of affordable rent, with further guidance set out in a draft Affordable Rent SPG. With regard to tenure split the Mayor's position is that both social rent and affordable rent should be included within the 60%.

61 While the Mayor has set a strategic investment benchmark that across the affordable rent programme as a whole rents should average 65% of market rents, this is an average investment output benchmark for this spending round and not a planning policy target to be applied to negotiations on individual schemes.

62 Policy 3.12 is supported by paragraph 3.71, which urges borough councils to take account of economic viability when estimating the appropriate amount of affordable provision. The 'Three Dragons' development control toolkit or other recognised appraisal methodology is recommended for this purpose. The results of a toolkit appraisal might need to be independently verified. Paragraph 3.75 highlights the potential need for re-appraising the viability of schemes prior to implementation.

63 Policy SP2 of Haringey Council's emerging Core Strategy DPD, which was subject to an Examination in Public in June/July 2011, requires sites capable of delivering ten or more units to meet a borough-wide target of 50%, based on habitable rooms; with a tenure split of 70% social rented and 30% intermediate housing. However, the strategy goes on to clarify that the Council would seek to achieve the maximum reasonable proportion of affordable housing by negotiating legal agreements on all suitable sites. In particular, affordable housing should be provided on site so that it contributes to the local and strategic objective of creating more mixed communities and avoids creating concentrations of deprivation. As previously noted, this is particularly relevant to the current application site and its locality.

64 In this instance, the applicant anticipates that all the homes proposed in the revised scheme would be available for sale on the open market, although the broad tenure mix of the scheme was still subject to negotiation between the Football Club, the Council and the GLA. The lack of an affordable housing contribution would quite clearly be contrary to the London Plan, unless it can be justified on the basis of a robust appraisal of financial viability, submitted to and independently reviewed on behalf of both planning authorities; especially given that the approved scheme proposed 50% of the 200 units as affordable housing on a 70:30 split of social rented to intermediate tenure and of which 44% were three or four bedroom units suitable for family occupation.

65 The Council recognises in justification of its emerging Core Strategy policy SP2 that there may be physical or other circumstances where an off-site provision of affordable housing would be preferable or of superior quality to that which could be provided on site. It notes, however, that off-site provision misses the opportunity to create mixed and balanced communities and would therefore, only be acceptable where the Council is satisfied that the preferred unit mix and tenure cannot be provided on site.

66 The Council goes on to indicate that where it considers it appropriate to provide the affordable housing off-site, a higher proportion of affordable housing would be sought to reflect the fact that the development achieved 100% private housing on the initial site. Both sites should be considered for the purpose of calculating the affordable housing to be provided, in order to ensure delivery of 50% affordable housing by habitable room across the two sites. Since the ratio of affordable housing to market housing provided on site would be 1:1, the Council would request 100% of the habitable rooms delivered on an alternative site to be affordable.

Children's play space

67 Policy 3.6 of the London Plan sets out that "development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs." Using the methodology within the Mayor's supplementary planning guidance 'Providing for Children and Young People's Play and Informal Recreation' it is anticipated that there will be approximately 31 children within the development. The guidance sets a benchmark of 10 sq.m. of useable child playspace to be provided per child, with under-5 child playspace provided on-site. As such the development should make provision for 310 sq.m. of playspace.

68 The housing component of the scheme is not particularly orientated towards family living, given that it consists entirely of one and two-bedroom units and very close proximity to the proposed 56,250-capacity football stadium, as noted in a preceding section of this report.

69 Nonetheless, the reconfiguration of the residential blocks such that they are splayed around a central courtyard with open amenity space between each block. A total of 2,900 sq.m. of useable space, including private balcony space for all the apartments, is identified in the submitted plans with potential to designate specified areas for children's play as required. No indicative details of this have been provided as part of the outline application. The applicant proposes to deal with this issue as a reserved matter but Haringey Council should secure the requirement for appropriate provision by planning condition.

Urban design

70 Good design is central to all objectives of the London Plan (2011) and is specifically promoted by the policies contained within chapter seven which address both general design principles and specific design issues. London Plan Policy 7.1 sets out a series of overarching design principles for development in London. Other design policies in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites, the quality of new housing provision, tall and large-scale buildings, built heritage and World Heritage Sites, views, the public realm and the Blue Ribbon Network. New development is also required to have regard to its context, and make a positive contribution to local character within its neighbourhood (policy 7.4).

71 The development has been submitted in a format similar to that of the previous application, being predominantly outline in nature. The main design changes relate to the form of development to the north and south of the proposed stadium; the changes to the northern element are relatively minor, whilst those to the south are significant.

Northern application

Northern application

As before, a supermarket is proposed. This would have a similar layout (and indicative appearance) as the previously proposed development, with the same scale at the street-facing edge (with potential for improvements to the legibility of the supermarket entrance, as shown on the visualisation), and the same overall layout. The additional storey at the rear is set against the context of the stadium, and the impact of this addition is minimal, and acceptable in strategic design terms.

Southern application

The previous application proposed a crescent shaped building aligned parallel with Park Lane. The height of the new buildings is similar to that which was previously proposed, but the massing of the buildings in this current application has shifted approximately 90 degrees, to create four separate buildings above the podium, radiating from the stadium. The new buildings respond to Park Lane and the stadium by proposing a lower height at the road, and a greater height closer to the stadium.

The creation of new spaces between the buildings would reduce the impact of the scale on Park Lane, and this is supported. However, the parameter plans setting heights of the buildings (height is a detailed matter) are loose, allowing for up to a 35m variation between minimum and maximum possible heights at the point closest to the road. The approximate parameter values are set out in the following table, and the buildings numbered from west (closest to High Road) to east:

72 As before, a supermarket is proposed. This would have a similar layout (and indicative appearance) as the previously proposed development, with the same scale at the street-facing edge (with potential for improvements to the legibility of the supermarket entrance, as shown on the visualisation), and the same overall layout. The additional storey at the rear is set against the context of the stadium, and the impact of this addition is minimal, and acceptable in strategic design terms.

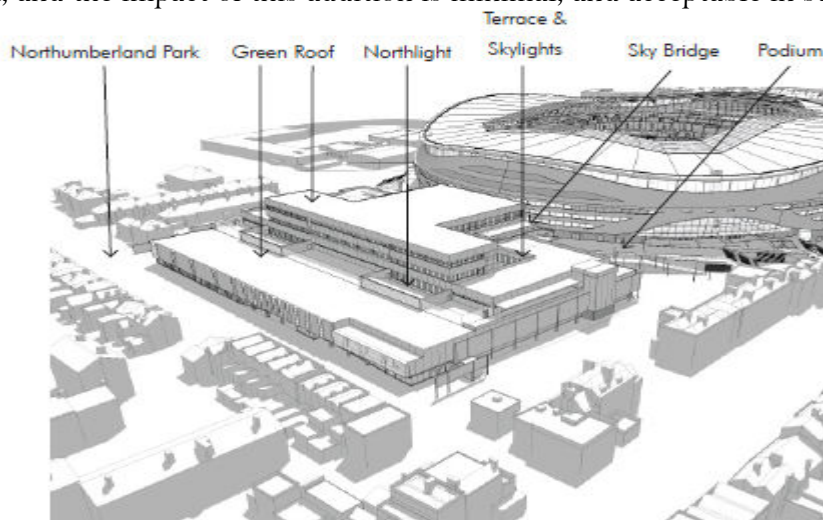


Figure 3: Illustrative sketch of 'the northern development' viewed from a north-west direction.
(Source: Applicants Design & Access Statement).

Southern application

73 The previous application proposed a crescent shaped building aligned parallel with Park Lane. The height of the new buildings is similar to that which was previously proposed, but the massing of the buildings in this current application has shifted approximately 90 degrees, to create four separate buildings above the podium, radiating from the stadium. The new buildings respond to Park Lane and the stadium by proposing a lower height at the road, and a greater height closer to the stadium.

74 The creation of new spaces between the buildings would reduce the impact of the scale on Park Lane, and this is supported. The parameter plans setting heights of the buildings (height is a detailed matter), allow for up to an 18 to 28m variation between minimum and maximum possible heights at the point closest to the road. The approximate parameter values are set out in the following table, and the buildings numbered from west (closest to High Road) to east:

	Building 1	Building 2	Building 3	Building 4
<i>Height shown on indicative elevations (closest to the road)</i>	38m	48m	48m	38m
<i>Proposed minimum height (closest to the road)</i>	23m	23m	23m	23m
	Building 1	Building 2	Building 3	Building 4
<i>Proposed minimum height (closest to the road)</i>	Proposed minimum height (closest to the road)	23m	23m	23m
<i>Proposed maximum height (closest to the road)</i>	41m	51m	51m	41m
<i>Height shown on indicative elevations (closest to the stadium)</i>	47m	57m	57m	47m
<i>Proposed minimum height (closest to the stadium)</i>	23m	23m	23m	23m
<i>Proposed maximum height (closest to the stadium)</i>	47m	57m	57m	47m

75 The illustrative scheme shows the lower parameter heights on the Park Lane frontage, and heights that are closer to the upper parameters closer to the stadium frontage. The scale of the upper parameters on the stadium frontage is similar to the height of the stadium, and appropriate to that context. The illustrative scheme, where it faces onto Park Lane, steps down in scale from the main stadium mediating the change in scale from the centre to the edge of the site. The parameter approach allows for flexibility and the building heights on Park Lane could potentially be larger than shown on the illustrative scheme. However in considering the detailed approval the illustrative scheme is a material consideration and Haringey should be able to ensure that the general principle of a reduction in scale to the south of the scheme is maintained as the scheme is worked up in detail.

76 The reorientation of the buildings would reduce the proposed dimensions of the podium space to the immediate south of the stadium. This space was proposed in the original application as being suitable for potential events, such as markets. Despite the reduction of the space to 30m width and the greater scale of enclosure from the reorientation of the buildings, it would remain a suitable space for crowd/event gathering and dispersal, and provide a significant setting for the stadium building.

Residential standards

77 Policy 3.5 of the London Plan introduces a new policy on the quality and design of housing developments. Part A of the policy states that housing developments should be of the highest quality internally, externally and in relation to the wider environment. Part C of the policy states that new dwellings should generally comply with the dwelling space standards set out in Table 3.3, have adequately-sized rooms and convenient and efficient room layouts. Part E of the policy states that the Mayor will provide guidance on implementation of this policy including on housing design for all tenures. The reasoned justification provides further guidance and explanation. In particular, paragraph 3.32 makes clear that *“Securing new housing of the highest quality and protecting and enhancing residential neighbourhoods are key Mayoral priorities”*. The Mayor’s draft Housing Design Guide (July 2009) and the draft replacement Housing SPG (December 2011), provides further guidance on the implementation of these policies.

78 The amended residential configuration removes the potential for north-facing single-aspect units from the southern portion of the scheme, and the predominant east-west configuration of most units will enable good access to light. Information on the residential configuration is limited, but the layout and scale of the blocks suggests that single-aspect units would predominate. This would be acceptable given the east-west aspect, though the outline format of the application means that detailed floor plans have not been submitted. Indicative entrance arrangements and core locations are appropriate. Additionally, residential units would be located closer to the stadium than previously proposed, and this is not acknowledged within the environmental impact assessment addendum. As such, the applicant is recommended to submit an indicative upper-level residential floor plan, demonstrating compliance with the London Plan’s space standards and draft replacement Housing SPG housing guidelines, with examples of noise receptor levels from residential units.

Tall buildings/views

79 London Plan (2011) policy 7.7, which relates to the specific design issues associated with tall and large-scale buildings, are of particular relevance to the proposed scheme. This policy sets out specific additional design requirements for tall and large-scale buildings, which are defined as buildings that are significantly taller than their surroundings and/or have a significant impact on the skyline and are larger than the threshold sizes set for the referral of planning applications to the Mayor.

The proposal contains tall buildings, which are defined within paragraph 7.25 of the London Plan as those that are significantly taller than their skyline. The principle of tall buildings on this site was established within the previous permission, with the stadium and associated new development (particularly the development to on the southern site) considered as tall buildings. The previous application included an assessment of the impact of the tall buildings on the retained heritage assets, and this impact was considered to be acceptable.

80 The current application retains the height of the stadium, and increases the height of the northern (supermarket) building by approximately one storey, which is acceptable due to its negligible impact on townscape and local views. The deletion of the hotel from this application will be beneficial to the local context on Worcester Avenue (alterations to the podium will form part of a separate application) and distance between the southern buildings and the heritage buildings on High Road will be increased, potentially improving their setting.



Figure 4: Illustrative drawing of ‘the southern development’ viewed from the south-west.
(Source: Applicant’s Design & Access Statement).

Inclusive design and access

81 The London Plan (policy 7.2) requires all new development to meet the highest standards of accessibility and inclusion; to exceed the minimum requirements of the Building Regulations and to ensure from the outset that the design process takes all potential users of the proposed places and spaces into consideration, including disabled and deaf people, older people, children and young people. This, together with the Supplementary Planning Guidance ‘*Accessible London: achieving an inclusive environment*’, underpins the principles of inclusive design and aims to achieve an accessible and inclusive environment across London. In addition, these policies require all referable planning applications to be accompanied by a design and access statement, following engagement with relevant user groups, to demonstrate how the principles of inclusive design and accessibility have been integrated into the proposed development, whether relevant best practice standards such as British Standard BS8300:2009 have been complied with, and how inclusion would be maintained and managed.

82 Separate planning and design & access statements have been submitted in support of the two applications and although the masterplan site is generally flat, there is a fall of approximately 1 metre from north to south. Despite the outline status of the application, an access plan is included in the design and access statement for ‘the southern development’, to illustrate various routes for pedestrians, cars and emergency vehicles, as well as the position of entrance points into the residential, health centre/college and health club uses. This is especially welcomed. The statement recognises that shared vehicle/pedestrian spaces, such as that proposed on Worcester Avenue, could disadvantage blind and partially sighted people; it therefore makes provision for clearly designated ‘safe space’ for pedestrian use.

83 Both the planning and design & access statements confirm that the residential units would be designed to Lifetime Homes standards and that 10% of them would be wheelchair accessible, however, the applicant proposes to pursue the details of these at the “reserved matters” stage. An indicative plan has been provided of the lower ground car park and general arrangement. It illustrates the distribution and quantity of ‘Blue Badge’ parking spaces and their relationship to the lift cores, though there is room for improving the latter by linking them closer to the various cores. Regrettably, however, there no residential floor plans have been submitted to allow an assessment of

how many apartments would be served by each core or the proximity of designated wheelchair units to those cores.

84 Detailed site and floor plans have been provided to enable an assessment of the disabled access provisions for the northern development, though written details are rather brief. High priority is accorded in the access strategy to pedestrian and cycle accessibility, including a network of footpaths and cycle ways would be provided to link internal destinations within the site to the existing network of routes outside the site. The statement indicates that disabled users would not be segregated and that provision would be made to ensure that they are able to access the new fourth floor without impediment. In particular, lift provision would be available as an alternative to the wheelchair accessible route from the reception on level one.

85 It is strongly recommended that the Council secure the relevant access provisions by way of appropriate planning conditions.

Transport for London's comments

86 Despite both phases of development representing uplift in floorspace from that previously consented, TfL welcomes that there will be no an increase in parking levels associated with it. For the northern development this will remain at 400 spaces to serve the supermarket and for the southern development, 160 residential spaces are proposed (the consented scheme included 130 residential spaces and 40 hotel spaces).

87 As the impact of additional trips from the consented scheme has been previously agreed and mitigation identified, TfL's comments are confined to the impact resulting from any increase in development. In order to ensure a robust assessment in accordance with London Plan policy 6.3 '*assessing effects of development on transport capacity*', the trip rates should be quoted by direction rather than two-way. The trip rates for the proposed health centre in the southern development appear to be underestimated and should be revised accordingly. Similarly, the trip rates for the health club should be slightly higher to reflect the survey data extracted from TRAVL database. Clarification will also need to be provided on the calculation of the Saturday trips for the health club. TfL expects nevertheless, that should the correct figures be included, the increase in the number of trips would be insignificant when compared to the total number of trips generated by the entire development.

88 In order that the impact on the public transport network can be considered, the assessment should provide a breakdown of the walk/public transport mode split. For buses, trips should be split by direction.

89 TfL notes and agrees with the conclusion of the assessment that the increase in vehicle trip generation would have an insignificant impact on the TLRN or SRN. This is based on the assumption that car use will be constrained by the introduction of weekday controlled parking zones (CPZs). In addition, the additional land uses: health centre, health club and educational buildings, will require separate travel plans. The construction logistics plans (CLP) and service and delivery plans (DSP) secured with the previously consented scheme should also be amended to take account of these uses.

90 In summary, TfL has no objections to the applications provided that any mitigation secured within the consented scheme, including TfL being a co-signatory to the s106, is retained to support the current proposals, together with the adjustments requested above.

Climate change mitigation

91 Chapter 5 of the London Plan sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The policies as collectively require developments to make the fullest contribution to tackling climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply, and incorporating renewable energy technologies with a target of 20% carbon reductions from on-site renewable energy. The policies set out ways in which developers must address mitigation of and adaptation to the effects of climate change.

Energy

Be Lean

Energy efficiency measures

92 A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include energy efficient lamps, lighting control, heat recovery and use of variable speed drives on fan and pump motors. The demand for cooling will be minimised through shading and solar control glazing.

93 The applicant should commit to the development exceeding 2010 Building Regulations compliance through energy efficiency alone.

Be Clean

District heating

94 The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. The applicant has, however, provided a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available.

95 The applicant proposes to install a site heat network. However, the applicant should confirm that all apartments and non-domestic building uses will be connected to the site heat network. A drawing showing the route of the heat network linking all buildings on the site should be provided.

96 The site heat network will be supplied from a single energy centre. This will be located in the north stand of the football stadium. Further information on the floor area of the energy centre should be provided.

Combined heat and power

97 The applicant is proposing to install 1.1MW gas-fired CHP unit in the energy centre as the lead heat source for the site heat network. The CHP is sized to provide the domestic hot water load, a proportion of the space heating and cooling via a 1MW absorption chiller. A reduction in CO₂ emissions of 765 tonnes per annum will be achieved through this second part of the energy hierarchy.

Be Green

Renewable energy technologies

98 The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install biomass boilers. The applicant should provide further information on the proposed biomass boilers including the planned arrangements for supply, delivery and storage. In

addition, the applicant should provide information on the Air Quality implications of adopting biomass, as set out in the GLA Guidance on planning energy assessments.

99 A reduction in CO₂ emissions of 709 tonnes per annum will be achieved through this third element of the energy hierarchy.

100 If biomass boilers are disregarded, for example due to air quality concerns, the applicant should consider alternative renewable energy technologies e.g. solar photovoltaic (PV) panels.

Overall carbon savings

101 The estimated carbon emissions of the development are 4,854 tonnes of CO₂ per year after the cumulative effect of energy efficiency measures, CHP and renewable energy has been taken into account.

102 The applicant should calculate the reduction in regulated emissions compared to a 2010 Building Regulations compliant development. This should be expressed in tonnes of CO₂ per annum and percentage terms.

Air quality

103 London Plan policy 7.14 (*Improving air quality*) is particularly relevant to the concern raised in response to the proposed installation of a biomass boiler as part of the energy strategy for the site. It provides amongst other things that where biomass boilers are proposed, the air quality assessment should include a forecast of pollutant concentrations and permission should only be granted if no adverse impacts from the biomass boiler are identified.

104 As Haringey is designated an Air Quality Management Area (AQMA), GLA officers sought assurance in their stage 2 response to the approved development, that emissions from biomass combustion would be minimised and controlled, including consideration of other energy sources for match days.

105 The applicant subsequently affirmed a willingness to identify emission control devices, such as ceramic filters for the biomass plant, but indicated that since the need for and performance of such equipment could only be determined once the precise details, operational characteristics and performance specifications of particular pieces of plant were known. The applicant was therefore prepared to accept a planning condition requiring submission to and prior written approval of the Council of full details of the energy supply equipment and emissions abatement technology to be implemented as part of the development.

106 It is imperative that Haringey Council includes an appropriate condition on its revised decision notice if it is minded to grant permission for the current proposals.

Community Infrastructure Levy

107 In accordance with London Plan *policy 8.3*, the Mayor of London proposes to introduce a London-wide Community Infrastructure Levy (CIL) that will be paid by most new development in Greater London. Following consultation on both a Preliminary Draft, and then a Draft Charging Schedule, the Mayor has formally submitted the charging schedule and supporting evidence to the examiner in advance of an examination in public. Subject to the legal process, the Mayor intends to start charging on **1 April 2012**. Any development that receives planning permission after that date will have to pay, including:

- Cases where a planning application was submitted before 1 April 2012, but not approved by then.
- Cases where a borough makes a resolution to grant planning permission before 1 April 2012 but does not formally issue the decision notice until after that date (to allow a section 106 agreement to be signed or referral to the Secretary of State or the Mayor, for example),.

108 The Mayor is proposing to arrange boroughs into three charging bands with rates of £50/£35/£20 per square metre of net increase in floor space respectively (see table, below). The proposed development is within the London Borough of Haringey where the proposed Mayoral charge is £35 per square metre. More details are available via the GLA website <http://london.gov.uk/>.

109 Within London both the Mayor and boroughs are able to introduce CIL charges and therefore two distinct CIL charges may be applied to development in future. At the present time, borough CIL charges for Redbridge and Wandsworth are the most advanced. The Mayor's CIL will contribute towards the funding of Crossrail.

Mayoral CIL charging zones Zone	London boroughs	Rates (£/sq. m.)
1	Camden, City of London, City of Westminster, Hammersmith and Fulham, Islington, Kensington and Chelsea, Richmond-upon-Thames, Wandsworth	£50
2	Barnet, Brent, Bromley, Ealing, Greenwich, Hackney, Haringey, Harrow, Hillingdon, Hounslow, Kingston upon Thames, Lambeth, Lewisham, Merton, Redbridge, Southwark, Tower Hamlets	£35
3	Barking and Dagenham, Bexley, Croydon, Enfield, Havering, Newham, Sutton, Waltham Forest	£20

Equalities

110 The 2010 Equality Act places a duty on public bodies, including the GLA, in the exercise of their functions, to have due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. This requirement includes removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic and taking steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it. The Act defines protected characteristics and includes age and disability. The GLA in the discharge of its planning function must engage this duty, in so far as it is applicable to a particular case.

111 In this instance, the unique demographic profile of Northumberland Park and Tottenham as a whole, in terms of age, ethnicity, education, employment levels, housing tenure and general deprivation makes it imperative to ensure that the opportunities of regeneration are distributed as equitably as practicable.

Local planning authority's position

112 Officers propose to report both applications to Haringey Council's Planning Sub-Committee on 13 February 2012.

Legal considerations

113 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

114 There are no financial considerations at this stage.

Conclusion

115 London Plan policies on are relevant to this application. In general, the application complies with some of these policies but not with others, for the following reasons:

- **Housing mix:** The exclusion of all three and four bedroom units from the residential development previously approved is contrary to policies 3.8 (*Housing choice*) and 3.9 (*Mixed and balanced communities*) of the London Plan on and policy 1.1C of the Mayor's Housing Strategy, which sets a strategic target for the provision of affordable, family-sized units in new residential developments.
- **Affordable housing:** The lack of affordable housing in the revised scheme, or alternative provision off-site, is contrary to London Plan policy 3.12 and the emerging Haringey Core DPD, policy SP2, which seek the maximum reasonable amount of affordable housing in private residential or mixed-use schemes.
- **Design:** There is lack of clarity on the apparent siting of residential units closer to the stadium than previously approved and on the impact of the development on views of heritage buildings nearby.
- **Transport:** Inadequate information is provided to enable full assessment of the impact of the revised development on the public transport network; the trip rates appear to be underestimated and/or quoted for two-way rather than split by direction; and no travel plans are provided in respect of the additional educational, health centre and health club uses proposed within the development.
- **Energy:** A limited amount of additional information is required to ensure that the energy strategy is sufficiently robust and compliant with the energy policies of the London Plan.
- **Air quality:** Concern relating to the air quality implications of the proposed biomass boiler remains an outstanding issue to be addressed.

116 Whilst the application is broadly acceptable in strategic planning terms, [on balance, it does not fully comply with the London Plan.

117 The following changes might, however, remedy the above-mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan:

- **Housing mix:** A more robust justification is required for the elimination from the approved scheme of all three and four-bedroom units, given the existence of some similar family accommodation in close proximity to the proposed stadium.
- **Affordable housing:** The lack of an affordable housing contribution within the scheme or off-site should be justified by the submission of a detailed financial viability appraisal for independent review on behalf of the Council and the results shared with the GLA prior to any subsequent referral of the outline housing application for 'the southern development back to the Mayor for a decision.
- **Design:** Given the apparent closer proximity of residential units to the proposed stadium, the applicant is recommended to submit an indicative upper-level residential floor plan, demonstrating compliance with the London Plan's space standards and draft replacement Housing SPG housing guidelines, with examples of noise receptor levels from residential units. In addition, the realignment of the southern buildings, from a roadside orientation to four roughly parallel buildings radiating from the stadium, must be shown on clear visualisations to enable full assessment of their impact on views of the heritage buildings from the A1010 High Road.
- **Transport:** The applicant should address each of the issues raised by TfL in paragraphs 86 to 90 of this report to ensure full compliance with the transport policies of the London Plan, as summarised in paragraph 115 above.
- **Energy:** The applicant should:
 - Commit to exceeding the 2010 Building Regulations compliance through energy efficiency alone
 - Calculate the reduction in regulated emissions (expressed in tonnes of CO₂ per annum and percentage terms) compared to a 2010 Building Regulations compliant development.
 - Confirm, illustrated by a drawing showing the route of the heat network, that all apartments and non-domestic buildings would be fully connected to the site heat network.
 - Provide further information on the floor area of the energy centre.
 - Provide further information on the proposed biomass boilers, including the planned arrangements for supply, delivery and storage.
 - Provide information on the air quality implications of adopting biomass, as set out in the GLA Guidance on planning energy assessments.
 - If biomass boilers are disregarded, for example due to air quality concerns, the applicant should consider alternative renewable energy technologies e.g. solar photovoltaic (PV) panels.
- **Air quality:** Given the ongoing concern over the air quality implications of a biomass boiler, Haringey Council should, if it is minded to grant permission, impose an appropriate condition requiring full details of the proposed energy supply equipment and emissions abatement technology to be submitted to, approved in writing by the Council and fully implemented as part of the revised development.

(C) non-compliance, without suggested remedies

for further information, contact Planning Decisions Unit:

Colin Wilson, Senior Manager - Planning Decisions

020 7983 4783 email colin.wilson@london.gov.uk

Justin Carr, Strategic Planning Manager (Development Decisions)

020 7983 4895 email justin.carr@london.gov.uk

David Blankson-Hemans, Senior Strategic Planner, Case Officer

020 7983 4268 email david.blankson-hemans@london.gov.uk

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